

Hongkong Telegraph.

FOUNDED 1861
No. 12,228

五拜禮 號廿月九年亥癸

FRIDAY, SEPTEMBER 30, 1921.

日九廿月八

SINGLE COPY: 10 CTS
120 PER ANNUM

POSSIBLE LOOPHOLE OUT OF IRISH IMPASSE.

Government's Fresh Suggestion for a Conference.

(Reuter's Service.)

London, September 29.
Mr. Lloyd George's reply to Mr. de Valera was despatched this morning.

Government's Fundamental Position Reaffirmed.

Later.
The Government's reply to Mr. de Valera reaffirms that the Government's fundamental position is vital to the Empire's existence. He invites Sir John to a conference in London on October 11. "Where we can meet your delegates as spokesmen of the people whom you represent."

Later.
Mr. Lloyd George has replied to Mr. de Valera reiterating the usefulness of a future interchange of argumentative communications, and emphasizing that the Government's position is unalterable, but invites him to a conference in London on October 11. "Where we can meet your delegates as spokesmen of the people whom you represent."

REMOVAL OF ECONOMIC PENALTIES.

Anglo-French Differences Settled.

London, September 29.
The raising of the economic sanctions means disappearance of the Customs barrier, which for six months has economically divided the occupied districts from the rest of Germany. The difficulties of the removal were explained in cables of the 15th and 19th inst.

Anglo-French differences on the subject of the method of checking Germany's issue of licences in order to prevent discrimination against Allied products was settled a week ago, and Allied and German exports will now meet to determine how control of the licences can be carried out by the Inter-Allied Commission.

[The message of the 16th inst. stated: On the ground that Germany has not fulfilled her obligations the French Foreign Office announces the continuance of the economic sanctions which the Supreme Council decided should be removed on Sept. 15th, subject to Germany meeting certain obligations.

A Berlin semi-official message of the same date declared that Germany has paid a milliard gold marks and also agreed in principle to the creation of an Inter-Allied organisation with the view to preventing unfair discrimination regarding import and export licences, thus meeting the Allies' demands. The whole trouble is due to the competence of this organisation, which France maintains should have full authority to dictate to Germany concerning all licences, whereas Reuter learns authoritatively that the London view seems to be that Germany would gain little from raising the sanctions in the event of the adoption of the French plan. Conversations are proceeding in London, Paris and C. I. n.

The message of the 19th inst. — It is authoritatively stated, and there seems every reason to believe, that the German Government intends loyally to accept the decision of the Supreme Council to establish the inter-Allied organisation mentioned on the 16th inst. It is at present undecided whether the organisation is merely to watch the issue of licences and to report any unfair discrimination towards the Allies, or shall be fully empowered to veto licences. British circles favour the former course. It is hoped that the question will shortly be settled and the economic sanctions removed.]

THE SOUTH WALES COAL DISPUTE.

Government Adheres to Interpretation, but Suggests Arbitration.

London, September 29.
A deputation of South Wales coalowners discussed the misunderstanding mentioned in the cable of the 27th inst. with the Mines Department, after which the latter made a statement adhering to their interpretation of the settlement, but intimating the Government's willingness to refer the question to the Chairman of the National Coal Board for decision.

[The previous message said: A serious position has arisen in the South Wales coalfield owing to a misinterpretation of the settlement of the last coal strike, the Mines Department requiring the owners to contribute a further 10s. per ton, amounting to £750,000, towards wages. The owners expected the sum to be provided from the Government subsidy of £10,000,000, of which £3,000,000, remain. After a hurried meeting at the Cardiff Coal Exchange the owners decided to close a large number of collieries. If the decision is carried out the unemployment situation in South Wales will be seriously aggravated.]

THE GLENOGLE IN COLLISION.

Struck by Holland-America Liner.

Antwerp, September 29.
The Holland-America liner Eydam collided in the Scheldt with the British steamer Glenogle, bound for Colindale and Yokohama. Both were badly damaged. Two of the Eydam's crew are reported to have been killed.

DISRUPTION OF DUTCH COMMUNIST PARTY.

Leader Joins Extremists.

Rotterdam, September 29.
The Dutch Communist Party has definitely split. The leader, Mynheer Van Leuven, has severed his connection with the party and joined the extremist section of the Communists.

THE WORLD'S CHESS CHAMPIONSHIP.

Capablanca Accepts Challenge.

Rotterdam, September 29.
S. Mor Capablanca has accepted the challenge of Rubinstein to defend his title of world's chess champion.

AMBASSADORS' COUNCIL VETOES HUNGARIAN MOBILISATION.

London, September 29.
In view of the report that Hungary proposed to call up a fresh class of the twenty thousand men, the Ambassadors' Council has informed them that this will not be permitted.

U.S. ARGENTINE LOAN FULLY SUBSCRIBED.

New York, September 29.
The Argentine loan mentioned in the cable of the 27th inst. has been fully subscribed. [The loan is for two-year 7 per cent bonds to the amount of \$50,000,000.]

DEATH OF CELEBRATED SINOLOGUE.

Dr. Jan de Groot's Career.

(Reuter's Service.)

Berlin, September 29.
The death is announced of Dr. Jan de Groot, Professor of Chinese Language and History and Director of the Sinological College of the University of Berlin, who was born at Schiedam and studied Chinese at the University of Leyden. He spent six years in the Far East, including Java, Borneo and China. Formerly Professor of Chinese at the University of Leyden, the deceased was the author of a number of works, including an English book on the religious system of the Chinese, to which he owes his reputation as a Sinologue.

L. O. N. ADOPTS WHITE SLAVE CONVENTION.

Remaining States Urged to Subscribe.

Geneva, September 29.
The Assembly overwhelmingly adopted the report of the committee regarding traffic in women and children embodying the text of the new Convention. Moving the report, Prof. Gilbert Murray (South Africa) urged that States which have hitherto withheld their signatures should sign the Convention, which would deal a deathblow to the mildest form of criminal exploitation. Britain warmly supported the report. France favoured shelving the matter for two months.

ARBuckle RELEASED ON RAIL.

Women Shake the Hand of the Smiling Comedian.

San Francisco, September 29.
Arbuckle has been released on bail of \$3,000 in respect of the charge of manslaughter. A dozen women rushed to shake the hand of the smiling comedian, whom his wife accompanied.

AMERICAN AIRMAN'S NEW ALTITUDE RECORD.

Continues After Oxygen Tank Frozen.

Dayton, O., September 29.
Lieut. Macready flew to a world's record height of 40,800 ft. on a Lepere biplane. Ice formed on the oxygen tank at 30,000 ft., but the airman pressed on till the engine cut-out, when he glided down and landed unscathed.

NEW PEACE ENDEAVOURS.

Co-operation in the Powers' Peace Endeavours.

Warsaw, September 29.
Speaking in Parliament, the new Premier, M. Poniakowski, stated that Poland was prompted only by a sincere love of peace and concord, and that she will co-operate with the Western Powers in their pacific endeavours. The Premier added that the alliance with France, which enjoys the people's unanimous support, is precisely directed to that end.—Havas.

FRENCH AMBASSADOR'S VISIT TO LIVERPOOL.

French Press Gratified at Enthusiastic Reception.

Paris, September 29.
The papers express satisfaction at the splendid reception given in Liverpool to the French Ambassador to Great Britain, who paid the cotton Produce Exchange's business section a protracted visit. Everywhere his Excellency was warmly greeted and acclaimed.—Havas.

AMBASSADORS' COUNCIL FAVOURS ALBANIA'S INTEGRITY.

Italy's "Special Interests."

Paris, September 29.
The Ambassadors' Council devoted special attention to the Albanian question to-day. It is the belief that the Council expressed itself in favour of Albania's political and territorial integrity, but recognised Italy's special interests.—Havas.

ITALIAN AMBASSADOR TENDERS REGRETS TO FRANCE.

Paris, September 29.
The Italian Ambassador called on the French Premier to convey the Italian Government's regret at the incident which attended the recent visit of the French mission to Venice, when a handful of rowdies hooted the mission. M. Briand answered that a paltry incident can in no way interfere with the cordial relations between France and Italy.—Havas.

PARIS FIRE COSTS FR.80,000,000.

Paris, September 29.
The Printemps building has been entirely destroyed. The damage is estimated at fr.80,000,000.

(Other Telegrams on Page 3.)

STOWAWAYS.

A Heavier Sentence.

Two negroes and seven Filipinos who stowed away on the Hawkeye State at Manila and were discovered on the trip to Hongkong were this morning charged before the Magistrate, Mr. G. N. O'Connell, at the instance of the Admiral Line, Agents for the liner.

The defendants pleaded guilty. Inspector Spear who prosecuted, said that he had been instructed by the American Consul General to ask the Magistrate to make the case an exemplary one in view of the frequency of these offences and the heavy expenses entailed on shipping companies in having to provide a passage return for the stowaways.

His Worship suggested that there might have been some collusion between the defendants in the present case and some persons connected with the ship.

The Inspector replied that that was hardly so, since in a spacious stateroom like the Hawkeye State it was conceivable that the men could make their presence less noticeable by mixing up with the steerage passengers.

His Worship asked if it were not a more satisfactory arrangement from the point of view of the steamship companies to send back the stowaways to their port of embarkation to be dealt with by the authorities there. The publicist immediately thus secured would be very effective as a deterrent for would-be offenders.

The Inspector agreed but added that this measure had not been asked for in the present case.

Sentence of six weeks' hard labour was passed on each of the defendants.

fusion between the defendants in the present case and some persons connected with the ship.

The Inspector replied that that was hardly so, since in a spacious stateroom like the Hawkeye State it was conceivable that the men could make their presence less noticeable by mixing up with the steerage passengers.

His Worship asked if it were not a more satisfactory arrangement from the point of view of the steamship companies to send back the stowaways to their port of embarkation to be dealt with by the authorities there. The publicist immediately thus secured would be very effective as a deterrent for would-be offenders.

The Inspector agreed but added that this measure had not been asked for in the present case.

Sentence of six weeks' hard labour was passed on each of the defendants.

fusion between the defendants in the present case and some persons connected with the ship.

The Inspector replied that that was hardly so, since in a spacious stateroom like the Hawkeye State it was conceivable that the men could make their presence less noticeable by mixing up with the steerage passengers.

His Worship asked if it were not a more satisfactory arrangement from the point of view of the steamship companies to send back the stowaways to their port of embarkation to be dealt with by the authorities there. The publicist immediately thus secured would be very effective as a deterrent for would-be offenders.

The Inspector agreed but added that this measure had not been asked for in the present case.

Sentence of six weeks' hard labour was passed on each of the defendants.

CHINESE NEWS.

From Many Sources.

Our Canton correspondent reports that owing to the present high gold exchange and the fall of the premium of Hongkong notes against Canton subsidiary coins many financial speculators have gone into bankruptcy.

A telegram from Gen. Chao King-ming states that as the situation in Kwangsi is not yet stable, and as Long Chow has not been captured, it is unwise to mobilise for a northern expedition at present; but Li Fook-lum's force has been ordered to mobilise fifteen battalions for that purpose.

President Sun Yat-sen is paying great attention to the provinces along the Yangtze valley, and a special envoy has been dispatched to make overtures to the various factions.

A Peking telegram to hand states that the Premier has declared that he is only waiting for a successor, before he will vacate office.

Owing to the military commanders under General Cheng Kwai-ti demanding payment for the whole staff of the Ministry of Finance have tendered their resignations. The President has persuaded them to remain.

A Shanghai telegram is to the effect that the Yunnan troops, commanded by Li Lit-chuen, have arrived at Hangchow Hunan, from Kweichow, while the troops from Kweichow are also marching on the Hunan boundary. Railway traffic between Pingshang and Chuchow is again suspended.

On the request made of Wu Pui-fu three aeroplanes have been despatched from Tientsin to assist the attack on Tsechuen troops.

It is reported that a seven day truce between the Hupai and Tsechuen troops has been agreed upon, on the advice of the foreign Consuls.

We take the following from the Canton Times:—

In order to improve financial conditions in the more remote places of the province, the provincial Bank of Kwangtung is planning to establish branch offices in the districts of Sunning, Untak, Kongmoon, Chenchun, Fatsan and Hoiping. Many officers have been sent by the Managing Director of the Bank to make an investigation of the financial conditions in these places. These branches will afford excellent banking facilities so badly needed by the local merchants. A branch of the Bank has been successfully organized at Shetung. The formal opening of this branch will take place this coming Saturday.

The Germans are returning to China and eager to resume business with the Chinese people. One of the oldest and largest German firms, the Carlwiz & Company is now in full swing again. This firm has been in business in China for more than 70 years and has the confidence of the Chinese business men. It is reported that all the machinery of the present arsenal, the Mint and Cement Works were supplied by this firm. It has recently secured the services of a very popular Chinese engineer, Mr. G. Y. Fong as its salesmen. Mr. Fong is not only a good engineer but an excellent business man also through whom many orders for machinery have been received for the firm.

A meeting of the Municipal Executive Council was held in the Municipal Building on the 27th, to discuss what steps should be taken toward the Tramway Company regarding the motorbus accident in Man Fuk Maloo. Mr. Li Sz-uan, Commissioner of the Finance Bureau, declared at the meeting that since the Tramway Company employs such reckless and unqualified drivers, it should be responsible for the accident. Commissioner Li proposed that besides imposing severe punishment on the driver, the Tramway Company should be ordered to suspend business for a certain period of time. The proposal was unanimously approved at the meeting and an order is expected to be issued to the Tramway Company prohibiting motor buses of the Company to

COMPANY MEETING.

Douglas S.S. Co Ltd.

The depressed state of the Eastern charter market was given expression to at the annual general meeting of the Douglas Steamship Company held at the offices of the Company to-day afternoon. There were present Mr. H. P. White (Chairman); Messrs. D.G.M. Bernard and A. O. Lang (Members of the Consulting Committee); Mr. J. E. Games (Secretary); and the following shareholders: Messrs. H. R. B. Hancock, F. J. Gill, Chun Tong and Chun King Yue.

The Secretary read the notice convening the meeting and the Chairman then said:—Gentlemen.—The report and accounts having been in your hands for some time, I will with your permission take them and the report of the auditors' as read.

I regret that we are not able to lay before you a more favourable statement, but our trade has suffered in common with the general and universal collapse in shipping business; and the depressed state of the Eastern charter market has tended to increase the number of steamers competing on the coast with the regular lines; while the sudden and sensational increase of \$5. per ton in the price of liquid fuel referred to in the report was responsible for a heavy addition to the running expenses of "Hatching" necessitating the re-conversion of her furnaces for the use of Coal.—But for this additional expense, the result of the year's working would have made a much better showing. "Hatching" has undergone extensive alterations to her boilers and furnaces during the year, which have resulted in a very marked reduction in her coal consumption. While China is still in such an unsettled political condition or until general trade improves, it is difficult to regard prospects for the future with anything approaching optimism, but it may interest you to know that the steamers engaged on our regular line are earning their fair proportion of the freight that is offering and that there is a probability of an appreciable curtailment of working expenses during the year. I trust the proposed distribution of profits and the transfer of a sum from the Reserve Fund to cover the cost of special repairs, that do not rightly come under the heading of ordinary upkeep will meet with your approval, and after the adoption of the report and accounts has been proposed and seconded, I shall be pleased to answer any questions that shareholders may wish to ask. I propose that the report and accounts as presented be adopted.

Seconded by Mr. H.R.B. Hancock, the motion was carried unanimously.

It was proposed by Mr. Chun Tong and seconded by Mr. Chun King Yue that Messrs. D.G.M. Bernard, W.E. Clarke and A. O. Lang be re-elected as Members of the Consulting Committee for the ensuing year. Carried.

The resolution that Messrs. A.R. Lowe and C. Bernard Brown be re-elected as Auditors for the ensuing year at a remuneration of \$500 each per annum was carried nem con on being moved by Mr. H. R. B. Hancock and seconded by Mr. Chun Tong.

The Chairman: That concludes the business of the meeting gentlemen, and I thank you for your attendance. Dividend warrants are now ready and may be had on application.

NEW ANTARCTIC VENTURE.
Sir Ernest Shackleton's Antarctic expedition sailed from London on the 17th inst. aboard the Quest. Large crowds thronged the riverside and gave the adventurer an ovation.

run on the different maloes of the city for one week from the day the order is given. It is reported that many residents of the city are jubilant at hearing this news, which is reported in the vernacular press.

STEAMERS COLLIDE.

Golden State Struck by Nagano Maru.

Nagano Maru.

Caught by the swirling tide in the Narrows of the Island Sea, the Nagano Maru, a Japanese steamer, was carried down on the Pacific Mail Steamship Company's "SS" Golden State, which arrived at Hongkong this morning. No serious damage was caused to the American ship, and the Japanese vessel was unscathed by contact with the Shipping Board vessel.

Passengers and officers on the Golden State spoke in loud praise this morning of the skilful way in which the master of the Nagano Maru handled his vessel after her on to the starboard side of their vessel and attribute to him the prevention of what, undoubtedly, would have been a very serious collision. Both vessels were about to enter The Narrows, passengers said in explaining the accident, and the Golden State was a little ahead of the Japanese ship on that vessel's port side. About fifty yards separated the two ships when the Nagano Maru was caught by the treacherous tide and was coming rapidly towards the State ship, before her plight was noticed.

The Golden State was near the south bank and could manoeuvre her position very little without endangering herself still further. The Japanese master quickly regained control of his vessel and she struck the Golden State with a slanting blow, the bow of the Nagano Maru denting slightly a few feet of plating—amidships level with the main deck. She was brought off the Golden State by a smart display of seamanship, and steamed ahead without doing serious damage.

The Golden State was near the south bank and could manoeuvre her position very little without endangering herself still further. The Japanese master quickly regained control of his vessel and she struck the Golden State with a slanting blow, the bow of the Nagano Maru denting slightly a few feet of plating—amidships level with the main deck. She was brought off the Golden State by a smart display of seamanship, and steamed ahead without doing serious damage.

The Golden State was near the south bank and could manoeuvre her position very little without endangering herself still further. The Japanese master quickly regained control of his vessel and she struck the Golden State with a slanting blow, the bow of the Nagano Maru denting slightly a few feet of plating—amidships level with the main deck. She was brought off the Golden State by a smart display of seamanship, and steamed ahead without doing serious damage.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 9.30 a.m. Sept. 30.

Typhoon in about 125 deg. Long. E. 15 deg. Lat. N. moving N.

REDUCTION IN H. C. L.

While the cost of living in Great Britain, dropped two per cent during August, an increase of 4.3 per cent took place in the United States, where, however, the present cost of living is 60 per cent above the pre-war level, whereas in Great Britain the increase is 120 per cent.

News in To-day's New Advertisements.

Volunteer Orders appear on Page 4.

To-night the Coronet Theatre entertains the Shanghai Swimmers when "All's Battered" will be shown. At the 2.30 and 5.15 is Mabel Normand in "Puck's Bad Girl" will be screened.—Page 11.

"Trumpet Island" is the film feature to-night at the Kowloon Theatre.—Page 12.

The World Theatre is screening to-night a big picture entitled "Symbol of Sacrifice".—Page 4.

Lamont's will sell by Auction, cases of Fancy Silk on Monday next.—Page 4.

The Technical Institute is open on Monday next.—Page 4.

AGAL advertise Blandford, Spruce & Co. Paints and Varnishes.—Page 3.

To-Day's Exchange

The closing rate of the gold standard today was 2-15-4.

The Weather.

2 p.m. Barometer 30.02. Thermometer 80. Humidity 70.

Lightning 10. Rain 0. Wind 10. Direction N.E.



BATHROOM FITTINGS

OVAL OR OBLONG MIRRORS WITH WHITE ENAMELLED FRAMES. GLASS SHELVES WITH N.P. BRACKETS. OPAL TOWEL RAILS. A VERY ATTRACTIVE STYLE. SINGLE OR TRIPLE.

N.P. TOWEL RAILS, WITH TWO ARMS SOAP DISHES, PAPER HOLDERS, ETC.

C. E. WARREN & CO., LTD.

33 Des Voeux Road, Hongkong.
Also at Canton & Macao.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND HARDWARE MERCHANTS.

25, WING WOO ST., CENTRAL.

PHONE NO. 1116.

PUBLISHED ANNUALLY.
THE
LONDON DIRECTORY

with Provincial & Foreign Sections.

enables traders to communicate direct with MANUFACTURERS & DEALERS.

in London and in the Provincial Towns and Industrial Centres of the United Kingdom and the Colonies of Europe. The names, addresses and other details are classified under more than 2,000 trade headings, including

EXPORT MERCHANTS

with detailed particulars of the Goods exported and the Colonial and Foreign Markets supplied.

STEAMSHIP LINES

affiliated under the Ports to which they sail and indicating the approximate sailing dates.

Overseas BUSINESS PARTIES of Firms desiring to extend their connections, no Trade Agents or Dealers seeking agencies

can be printed at a cost of £1.10s. 0d. for the main trade listing only which may be inserted. Larger advertisements from £2.10s. 0d.

copy of the directory will be sent by post for £2.10s. 0d. cash with order.

THE LONDON DIRECTORY CO., LTD.

25, Abchurch Lane, London, E.C. 4.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

10-11, FLEET STREET, LONDON, E.C. 2.

OUR DAILY FASHION.



Interesting gown of blue serge trimmed with open fans of black silk braid. The sleeves are of georgette crepe, braided.

CRUELTY TO ANIMALS.

Hongkong Society Reports Progress.

A general meeting of members of the Hongkong Society for the Prevention of Cruelty to Animals was held at the Helena May Institute yesterday afternoon and was attended by a large gathering including a number of the Chinese community. His Honour Mr. H. H. J. Compertz presided. Among those present were the Hon. Mr. and Mrs. H. E. Pollock, the Hon. Mr. S. B. C. Ross, Hon. Mr. Lau Chu-pak, Hon. Mr. Ho Fook, Mr. B. L. Frost and Miss Frost, Mr. J. L. McPherson, Mr. and Mrs. R. H. Kotewall and Mr. A. W. van Andel, Mr. Quarles and Mr. F. A. Joseph.

The Chairman said that as the notice would inform the members the meeting was held for two reasons, i.e. to pass the Rules of the Society and to report progress because the last meeting of the Society was held in June and there was no doubt that members were anxious to hear what the officials had been doing all this time. At the last meeting the Hon. Mr. A. G. Stephens was elected as Hon. Treasurer, but as he was too busy Mr. Stephen suggested Mr. Ramsay, of the Hongkong and Shanghai Bank, to take his place.

A Great "Boost."

The Chairman then read a statement written by Mr. Ramsay which indicated that the Society had now 300 members and that the subscriptions and donations amounted to \$2,238 and the cash in hand amounted to \$2,150. The members would no doubt think not unreasonable, that that was not a good record for four months' work, but the fact was that they were going to start a great "boost" very soon and if they did not get a lot of money it would be their own fault because there was plenty of funds in the hands of people who agreed with the objects of the Society. The Chairman then said the Rules of the Society were quite short, though they were a little longer than those in Shanghai, because they had to go into more details.

Commenting on Rule 2 which states "The word 'animal' includes birds," the Chairman jocularly remarked that he thought it better to eliminate "Fishes" and "Reptiles" from the classification as one did not know much about them (Laughter).

The Chairman suggested that in future children who wished to become Associates of the Society should pay \$1 instead of 25 cents to the Hon. Treasurer who would send each of them a badge. Mr. Ramsay considered that there would be unremitting trouble in collecting 25 cents, signing receipts, etc. The Society would provide the badge which would cost \$1. The Committee had been considering the design of the badge, in respect of which Mr. Bird had kindly prepared a sketch. The badge would be enamel-framed with a pin at the back. The alteration was proposed by the Chairman and seconded by Mr. Frost and unanimously approved.

One of those present suggested that the Society should prescribe an age limit with regard to children. The Chairman said that children could only be Associates. If it was a "child" of 45 they should certainly ask for \$2 subscription fee.

Rules Adopted.

On the proposal of the Chairman which was seconded by the Hon. Mr. Lau Chu-pak, the Rules were adopted unanimously. It was announced by the Chairman that H.E. the Governor and the Hon. Dr. Claud Severn, C.M.G., who at the last meeting were elected President and Vice-President of the Society felt that in their positions, it would be difficult to assume executive offices in the Society for they would have to preside at meetings. They therefore preferred others to take up the positions. However, H.E. the Governor, Lady Stubbs and the Hon. Dr. Claud Severn had consented to become patrons. As there were vacancies the Committee elected him (Mr. Compertz) as President and Mr. Frost as Vice-President. The duties of Mr. Frost as Secretary would be assumed by his daughter Miss D. E.

Frost who would carry on, at any rate, until the annual meeting in November when the re-election of office-bearers would take place. As stated before, Mr. Ramsay would act as Treasurer for the Hon. Mr. Stephen.

The Hon. Dr. Severn, said the Chairman, had given them excellent advice in various ways and served as Chairman of the committee which had drawn up the Rules. A number of sub-committees had been formed, including a Propaganda Committee consisting of the Hon. Mr. Ross, President, and several others. This committee had done most excellent work. The Society would like to get in touch with poultry and cattle dealers in the markets. Forty poultry and cattle dealers of the Central Market had already joined the Society and were pledged to do their utmost in educating their employees as to how to handle poultry and cattle properly. With the assistance of this committee the Society hoped to circulate leaflets, printed in simple words, among poultry dealers pointing out how easy it would be to avoid unnecessary suffering to poultry and cattle.

A Law Committee.

There was also a Law Committee, on whose recommendation the Society had written to the Government on various points. A section based on the Ordinance of 1845 which was thought to be better and more useful in the Colony had been drafted and sent to the Government. The Society had also asked for bye-laws to be framed to protect birds, to avoid overcrowding and to put matings in crates in which pigs were carried. The Government had also been requested to make it compulsory that pigs with broken legs should be conveyed to the slaughter house on trucks. The Dogs' Home, continued the Chairman, had been visited by many of them, some of them very many times, and they found that great improvement could be made with little expense. A sub-committee, consisting of the Hon. Mr. S. B. C. Ross, Mr. Pollock and Dr. Pearce, had been appointed with regard to improving the Dogs' Home and a report was expected soon. The Government, said the Chairman, was quite willing to hand over the Dogs' Home to the management of the Society, but the question was whether the Home should be run entirely by the Society or put under the joint administration of the Government and the Society. A new Dogs' Home had to be built soon owing to the recent sale of a piece of land at North Point which would entail the loss of the present Home. Another request made to the Government was to amend the Wild Birds' Act which had done so much good in increasing wild birds, the nests of which would have to be protected.

Members would be informed when a reply to the Society's recommendations was received. In order to raise funds Lady Stubbs had kindly offered the grounds of Government House to be used as the venue of a fête at the end of December. Lady Stubbs was throwing her heart and soul into the scheme, added Mr. Compertz.

A letter received from Mr. Mowbray Northcote, of the old Society for the Prevention of Cruelty to Animals, was read by the Chairman. It stated that a sum of \$480 left by the old society was available to the new Society. It was stated by several members that that amount had been drawn from the Mercantile Bank and added to the Society's fund.

The Hon. Mr. Ross suggested that the forty members of the Society who belonged to the Central Market should be each supplied with a badge. Servants of members of the Society should be instructed to deal only with bearers of badges and he hoped that by this means more poultry and cattle dealers would have to join the society in the interest of their business.

The Hon. Mr. Lau Chu-pak supported Mr. Ross's suggestion which he believed would induce many stallholders to become members. Mr. Lau Chu-pak suggested

that two poultry stallholders be added to the Propaganda Committee.

The Hon. Mr. Pollock suggested that advertisements be published in the newspapers, informing the public of the existence of the Dogs' Home, where it was located and that dogs could be bought from the Home. He understood the price was \$3 each. Another reason why he advocated the publication of such advertisements was because, in a good many cases, dogs strayed from their homes, and bearing nothing to indicate who were their owners, were caught by the police and taken to the Dogs' Home. If the owners knew where the Home was they could go there and claim their dogs.

Mrs. Pollock said half of the population in the Colony did not know the Dogs' Home. It was a good thing to tell the public that they could buy dogs from the Dogs' Home because if the dogs were to remain at the Home they would be shot.

The Chairman concurred with Mr. and Mrs. Pollock. When he visited the Dogs' Home, he was astonished to find a large number of decent dogs there. They would not live in the Home long owing to lack of exercise and the poor food served to them. He would put both Mr. Pollock's and Mr. Ross's suggestions into execution. "I shall say when I meet everybody next month, 'Good morning, have you seen the Dogs' Home?'" added the Chairman. (Laughter.)

It was decided to include the names of the G.O.C. H.E. Lt. Gen. Kirkpatrick and the Senior Naval Officer among the patrons.

On the proposal of the Hon. Mr. Pollock a vote of thanks was extended to Mr. Justice Compertz for presiding at the meeting.

THE DRAGON MOTOR CAR CO., LTD.
Tel. 482 3552 24 Des Voeux Road Central. 3552

FIRST CLASS LIVERY SERVICE.
GARAGES IN HONGKONG & KOWLOON.

HONGKONG—24 Des Voeux Road, Central.
Tel. 482 and 3552, and at 20 Praya East, Tel. 3603.

KOWLOON—26 Nathan Road, Tel. K226 H.K. or 482.

REDUCED PRICES!!
MOTOR CAR TYRES.

Effecting this date we are enabled to announce a large reduction in the price of motor car and motor cycle tyres.

DUNLOP MAGNUM NON-SKID.	OTHER MAKES.
30 x 3 CL. \$42.50	28 x 3 Fiat Non-skid CL. \$25.00
32 x 3 S.S. 48.15	31 x 3 Fiat .. 30.00
32 x 4 S.S. 48.15	31 x 4 Sioux .. 30.00
34 x 4 CL. 52.77	32 x 4 General Cord S.S. 120.00
34 x 4 S.S. 52.77	33 x 5 Fiat Non-skid S.S. 35.00
32 x 4 S.S. 52.77	34 x 4 Fiat plain S.S. 34.00
34 x 4 CL. 52.77	34 x 4 Fiat plain S.S. 34.00
34 x 4 S.S. 52.77	380 x 120 Sioux Non-skid CL. 35.00
35 x 4 CL. 52.77	315 x 105 Sioux .. 10.00
35 x 4 S.S. 52.77	315 x 105 Genl. Fabric .. 15.00
37 x 5 CL. 112.45	

THE DRAGON MOTOR CAR CO., LTD.

AT YOUR SERVICE

CARS THAT ARE COMFORTABLE.

RATES THAT ARE REASONABLE.

DRIVERS THAT ARE RELIABLE.

SCENERY THAT IS ENCHANTING.

SATISFACTION THAT IS ASSURED.

BY
PHONING EITHER

Hongkong Tel.

Kowloon Tel.

The United Motor Co., Ltd.

METALS

of all kinds, especially for ship-building and engineering works. Complete stock. Best terms. Immediate delivery.

SINCON & CO.,

(Established A. D. 1880.)

HING LUNG ST. Phone 513

MEE FONG

HIGH CLASS PHOTOGRAPHER

Old Supreme Court Building

Special Department for Developing Printing for Amateurs and Enlarging & Framing.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong.

MARTIN'S
APIOL & STEEL
PILLS

A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that in the first sign of any irregularity of the System a timely dose may be administered. These pills are the most powerful and most effective ever known. All Chronic and Acute Disorders of the Female System, such as Pimples, Eruptions, Itch, etc., are cured by the use of Martin's Pills. They are sold by all Chemists, Druggists, and Grocers.

MARTIN'S
APIOL & STEEL
PILLS

NOTICE.

Durability

That is what you want in a Piano for this climate. MOUTRIE products have this quality to a high degree; that is why we can GUARANTEE them for a longer period than any other Piano made. Prices from \$600 upwards.

Liberal discount for cash.

S. MOUTRIE & Co. LTD

JUST ARRIVED

A new consignment of
ALKIA & REUEL BATH SALTRATES
Highly recommended in cases of
RHEUMATISM, GOUT, LUMBAGO, SCIATICA &
SKIN AFFECTIONS.

COLONIAL DISPENSARY

Telephone 1877.

14 Queen's Road, Central.

DINNER SERVICES. TEA SETS

RUGS

CARPETS & TABLE COVERS

HOP CHEONG

Telephone No. 434. Complete House Furnishings. 53, Queen's Road Central.

YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

總代理 德粉奶牛廠 行
SHIU FUNG TAI & CO.

Sole Agents for Hongkong and South China.
47 and 48 Connaught Road Central, Hongkong.
Telephone No. 1239.



SOLE AGENT,

MITSDI BUSSAN HAISHA, LTD.
HONGKONG

BLUNDELL SPENCE & CO., LTD.

HULL & LONDON.

Paints Stains
Varnishes

OF EVERY DESCRIPTION FOR
DECORATION

Ready Mixed Paint. All Colours in 1, 2, 7 & 14 lb. tins.

Fine Colour Paints 28 lb. kegs Galvanizing Paint 1/4 1/2 & 1 gal. tins.
White Zinc Varnishes
White Lead French Polish

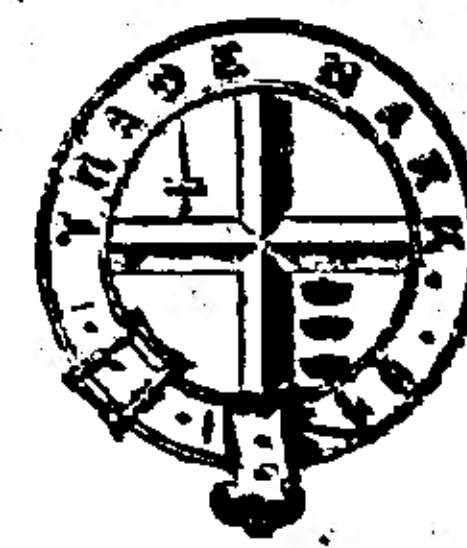
Stains in Water & Oil Varnish 1 gal. jars.

ACEAL

ANGLO-CHINESE ENGINEERS ASSOCIATION LTD.

Telephone 673
3, Queen's Buildings.

REISS & CO.



Show Room.
15, 16 Connaught Rd.

NEW SEASON'S CANNED FRUITS

FRESH SHIPMENT NOW TO HAND.

Blackberries per tin 70c.	Loganberries per tin 70c.	Royal Anne berries per tin 80c.
Strawberries per tin 75c.	Raspberries per tin 70c.	Black Cherries per tin 80c.
Greengage Plums per tin 60c.	Appricots per tin 60c.	Yellow Cling Peaches per tin 65c.

HALF TINS

Bartlett Pears per tin 50c.	Yellow Cling Peaches per tin 40c.
Apricots per tin 40c.	Black Cherries per tin 45c.

FROM EUROPE

Genuine GORGONZOLA CHEESE.....per lb. \$1.50
" ROQUEFORT "per lb. \$1.30

LANE, CRAWFORD'S

"SAFETY FIRST!"

YOUR MONEY and JEWELLERY

SHOULD BE KEPT IN THE

SAFEST

CASH BOX

EVER CONSTRUCTED.

NEVER SOLD IN HONGKONG BEFORE.

INSPECTION CORDIALLY INVITED BY

THE SINCERE CO., LTD.

"HONGKONG EMPORIUM."

EARLIER TELEGRAMS.

CIRCUMVENTING PROHIBITION.

New York, Sept. 29.
Great amusement has been caused in anti-prohibition circles by the evidence given before the Grand Jury against Chicago police who were accused of circumventing prohibition. It appears that the police confiscated liquor on its arrival in Chicago, afterwards selling the same cheaply in a private capacity. Then uniformed police would again confiscate the liquor and this process, called the "multiple shakedown" was repeated half a dozen times till the liquor was finally consigned in prison vans to rich public houses. In one instance a pitched battle occurred between rival bands of police for possession of a carload of Kentucky whisky.

LORD NORTHCLIFFE.

Melbourne, Sept. 29.
Lord Northcliffe's visit to Australia is nearing an end. He sails for the East on Saturday.

CHICHERIN'S DENIAL.

Christiania, Sept. 29.
Chicherin has telegraphed to Dr. Nansen denying the story of the execution of four members of the recently disbanded all-Russian relief committee.

THE ARBUCKLE CASE.

San Francisco, Sept. 29.
The Judge was of opinion that Arbuckle was not guilty of rape. The District Attorney moved for the release of Arbuckle on his own recognizance owing to the fact that he was already under five thousand dollars bail fixed by the Superior Court on the first charge of manslaughter.

GOLF CHAMPION DEFEATED.

London, Sept. 29.
At Inwood, Long Island, Sarazen defeated Hutchinson, the holder of the British Open and United States professional golf championships, by eight up and seven to play.

THE MACAO BOUNDARY DISPUTE.

To the Editor of the "Hongkong Telegraph."

Sir,—Please allow me a little space in your valuable columns:—"He who has a glass roof should not throw stones at his neighbours." Who started the slander campaign against the Portuguese? The Canton Times. And for what purpose? To support the view that the Portuguese Government has no power to search the junk or launches manned very often by pirates.

And when some people with poor knowledge of Universal History insist on insulting the Portuguese Colony of Macao, shall we, the Portuguese keep quiet? Mr. Editor, is it not an historic fact that the Portuguese nation has worked for the world's civilization much more than some mighty nations of to-day? Is it not a fact that the Portuguese were the pioneers of European civilization in the Far East? And is it not a fact that all nations have their weak points?

Mr. Editor, I am against the fanatic and opium smoking, of which the celestials are so fond, but allow me to state that, as an inference of moral, if not of logic,

I feel that gambling in shares, in exchange, in races etc. etc. by which so many intelligent people get ruined and commit many crimes, are equally indelible stains on present day civilization.

The fact that the Portuguese have more than once proposed the settlement of the dispute by Arbitration should not be made a case for silence. On the contrary, it should be loudly and widely stated for the confusion of the boasting ignorant, and in honour of the gallant Portuguese nation.

A correspondent describes the military arrangements in Macao as circus displays! I should like to remind the writer that Dias, the gallant Portuguese guard, who together with the Captain performed daring acrobatic feats on board a.s. "Taion" some years ago, thereby frustrating further efforts of the pirates, may resuscitate and open a Grand Circus in the Canton City.

Other nations may possess provinces and rivers, but Portugal who opened the ways for the other nations, including the Chinese, is being insulted for the sake of a strip of land and a stream of water! Oh irony of human justice!

Thanking you for the insertion of the above, and enclosing my card,—Yours etc.

VERITAS.
Hongkong, 29th Sept. 1921.

PHILIPPINE INDEPENDENCE.

The Question of Finance.
The Wood-Forbes Commission, in its report to President Harding, will lay considerable stress on the financial situation in the Philippine Islands, a situation characterized by American officials as "serious," says the American correspondent, Mr. W. P. Simms, continuing his series of articles. He proceeds:

There can be little doubt that the country's finances are not as flourishing as they might be, and when the Washington administration comes to decide on whether or not the Filipinos are ready for complete independence, this side of the question will indubitably militate against the islanders.

American experts have been making a thorough examination, and their findings, when made known to the commission, will be included in the Wood-Forbes report to the president.

WHO'S TO BLAME?

It is an open secret that the financial situation has not invariably been wisely handled by Filipino officials. These are generally held to blame. It is difficult to see, however, how Americans can emerge entirely blameless, inasmuch as American officials were, and still are, holders of the veto power in the islands.

The handling of the gold reserve of the Philippines and what Americans in the islands claim was the faulty methods of the Filipino officials of the Philippine National Bank, a government institution, loom largely in the criticism of existing conditions.

The peso is cheap. The American dollar is high. Philippine exports have fallen off and imports tended to increase, further cheapening the peso—the Philippine dollar.

GOLD TRANSFERRED.

The transfer of the islands' gold reserve from the United States back to the Philippines is largely responsible for adverse exchange and the ills that usually go with such a situation, according to Americans at Manila.

This gold reserve amounted to about \$42,000,000. It was deposited in American banks scattered pretty much all over the United States.

At the instigation of Filipino officials, it is alleged, but certainly with the knowledge and consent of the American authorities, this fund was transferred from the scattered banks to the New York branch of the Philippine National Bank.

IMPRUDENT LOANS.
Not belonging to the Federal Reserve system, the Philippine National Bank in New York could not accept the deposit as such, but a checking account was arranged with the Chase National, also of New York, and one or two other banks.

Through the sale of dollar exchange, the next step was to transfer this fund from the United States to the Philippine Islands. Once back in Manila, Americans claim, the Philippine National Bank naturally became the repository of the fund.

The Philippine National Bank, created by an act of the Philippine Legislature, had as president

General Venancio Concepcion, a Filipino.

Some of the loans made by the bank have been characterized in Manila as imprudent.

CASE OF P.V.O.

A number of cases are cited. On sugar properties alone, it is said, about 26,000,000 pesos are outstanding with prospects of collection in the immediate future somewhat uncertain.

The Philippine Vegetable Oil Company, now in the hands of a receiver, with assets of little more than 13,000,000 pesos, according to the receiver's report, owes the Philippine National more than 17,000,000 pesos.

Other banks in Manila hold 11,000,000 pesos worth of obligations contracted by the P. V. O.

Following a report made to the then Secretary of War, Mr. Newton Baker, in 1920, there was a reorganization of the bank's board of directors. General Concepcion no longer has the title of president, but is still on the board.

AMERICAN IN CHARGE.

The bank is now virtually in the hands of the General Manager, Mr. E. W. Wilson, who has been in charge since the reorganization referred to. Mr. Wilson is a San Francisco banker of international reputation, and with him are about a dozen banking experts whom he brought with him from America or who subsequently joined him in Manila.

Americans in Manila are bitter, insisting that a large part of the business depression in the islands is due to unfavourable exchange. They say that on March 1, because the Philippine government had no funds in the United States, it was forced to suspend the sale of dollar exchange for the first time in the history of the islands.

The "emergency" clause of the Conant law had already been brought into play and \$10,000,000 worth of certificates of indebtedness sold in New York.

Once this fund was exhausted, as it very quickly was, Americans claim—the suspension of dollar exchange sales was all that was left to do.

Filipinos assert that conditions were mostly responsible for both the adverse exchange and the rest of the islands' financial difficulties.

The truth, as usual, will probably be found half way between the views of the two extremes. The worldwide business depression in the wake of the war, beyond a doubt hit the Philippines just as it hit every other country in the world, but injudicious acts on the part of the financial advisers among the Filipinos probably rendered a bad situation worse.

General Wood and Mr. Forbes have discussed the situation at length with bankers in the Philippines, and a great amount of time was spent going over documents bearing on the case. These will have to be considered by Washington.

FLASHES FROM THE U.S.

Lenin is now ready to stake out capitalism until it grows a new fleece.—Dallas News.

Business is looking up—wistfully looking up to where prices used to be.—Kingston (Canada) White Star.

So far as our foreign commerce is concerned, we are rapidly getting back to a state of splendid isolation.—Richmond News Leader.

An inferior race is always hated most by those members of a superior race who are not very sure of their superiority.—New Haven Union.

The Pacific Ocean comprises 36 per cent. of the earth's surface, and 66 per cent. of the argument against naval disarmament.—New London Day.

The pro-British Americans are convinced that there would be a trouble if the pro-Irish Americans wouldn't take sides.—Morning Star.

Well, all Admiral Sims objects to, as we understand his objection, was foreign entanglement in the Irish row.—Dallas News.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"PYRRHUS"	11th Oct.	London, Amsterdam & Antwerp
"TITAN"	25th Oct.	London, Amsterdam & Antwerp
"RHESUS"	8th Nov.	London, Amsterdam & Antwerp
"MENTOR"	15th Nov.	London, Amsterdam & Antwerp
"MACHAON"	22nd Nov.	London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"THESEUS"	3rd Oct.	Havre & Liverpool
"EUMAEUS"	10th Oct.	Genoa, Marseilles & Liverpool
"TELEMACHUS"	18th Oct.	Rotterdam & Liverpool
"ANTIOCHUS"	1st Nov.	Genoa, Marseilles & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAREUS"	5th Oct.	Victoria, Seattle & Vancouver
"PROTESILAUS"	23rd Nov.	Victoria, Seattle & Vancouver
"IXION"	23rd Nov.	Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

"EURYMACHUS"	13th October.	via Suez
--------------	---------------	----------

PASSENGER SERVICE

"PYRRHUS"	11th Oct.	for Singapore & London
"MENTOR"	30th Oct.	for Shanghai
"MENTOR"	15th Nov.	for Singapore & London

For Freight and Passage Rates and all Information Apply to:-

BUTTERFIELD & SWIRE AGENTS.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "MALAYA"

will be loading for Rotterdam, Hamburg, Copenhagen and other Scandinavian Ports about 1st October.

Further Sailings:-

S. S. "RHODESIA"end of November
M. S. "JAV"first half of December
M. S. "ANNAM"end of December.

For further particulars please apply to:-

MANNERS & BACKHOUSE, LTD.

Hongkong, 23th September, 1921.

THE NORWEGIAN AFRICA & AUSTRALIAN LINE

S. S. "RENA"

will be loading on berth about the end of October taking cargo on through Bills of Lading for Scandinavian Ports at Conference Rates.

For space and particulars please apply to

THORESEN & CO., Agents.

WORLD-WIDE SPORT.

At an athletic meeting at Acton six out of eleven heats in the 100 yards handicap were reported to have been done in 9.4.5 secs., and in the final the same time was returned. Fast times seem to be very common just now.

Hirst and Rhodes, the Yorkshire cricketers, have accepted engagements as coach by the Maharajah of Patiala. They will leave England in October, and

will return in time for the next English season.

It is reported that Mark Seymour, the artisan golfer, intends to become a professional. Seymour is half-brother to Abe Mitchell, the North Foreland professional. He is a long hitter, and has achieved numerous successes as an amateur. Recently he won the Gold Vase Tournament at Sunningdale.

The very latest about Andrew Wilson is that he is returning to Middlesbrough.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"PAWLET"

having arrived from Portland, Ore., via ports, on 29th inst. consignees are hereby notified that their cargo is being landed at their risk into the Godowns of The Hon Shan Godown Co., Nos. 16 and 17, Kennedy Town, Praya, Hongkong, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 2.30 p.m. Oct. 3rd by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

PACIFIC S. S. CO.,

United States Shipping Board,

Emergency Fleet Corporation.

Managing Agents,

THE ADMIRAL LINE.

5th Floor Union Building.

Hongkong, 29th Sept., 1921.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE & STRAITS.

The Company's Steamship

"ATSUTA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon Today.

Goods not cleared by the 5th Oct., 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 23th Sept., 1921.

EDITOR OF "COLOGNE POST" DEAD.

Captain W. R. Holston, managing editor of the *Cologne Post*, the newspaper of the British forces on the Rhine, has died suddenly.

BOY SCOUTS AS FIRE FIGHTERS.

Stripped to the waist, Hampstead Boy Scouts, encamped near Walton-on-Thames have several times recently lent valuable aid to the fire brigade in fighting common fires.

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

From TACOMA & JAPAN

PORTS & SHANGHAI.

The Company's Steamship

"ARABIA MARU."

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 4th Oct., 1921 will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA,

Y. YASUDA,

Manager.

Hongkong, 23th September, 1921.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From HAMBURG via

ANTWERP & SINGAPORE.

The Company's Steamship

"BURMA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 3rd Oct., 1921 will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA,

Y. YASUDA,

Manager.

Hongkong, 27th September, 1921.

"For the Blood is the Life."

Sufferers

from Bad Legs, Abscesses, Cancers, from Piles, Granular Swellings, Eczema, Rashes, Pimples and Eruptions, Gout, Rheumatism, must realize that the only way to complete and lasting relief is to free the blood of the poisonous waste matter, the one cause of such troubles.

Clarke's Blood Mixture contains ingredients which soon overcome and expel the impurities that so many suffering souls stand by to credit.

Pleasant to take. Of all Chemists and Grocers.

Beware Substitutes.

"Everybody's Blood Purifier."

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, 26th Sept., 1921.

SAVARESS'S

SANTAL

CAPSULES

PHYSICIANS RECOMMEND THEM

Of all Chemists. Made in London.

CONSIGNEES.

NOTICE TO CONSIGNEES.

VERENIGDE NEDERLANDSCHE SCHIEPVAART-MAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIJS LIJN.

(HOLLAND-EAST ASIA LINE.)

NOTICE TO CONSIGNEES.

From ROTTERDAM, HAMBURG, GENOA, PORT SAID & MANILA.

The Steamship

"BOEROE"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 5th Oct., 1921 will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 4th Oct., 1921 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No fire insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN.

General Agents.

Hongkong, 28th Sept., 1921.

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM,

GENOA, PORT SAID, CO-

LOMBO & STRAITS.

The Steamship

"CARNARVONSHIRE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 3rd Oct., at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard & Douglas, on 3rd Oct., 1921 at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No fire insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, 26th Sept., 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship

"KENDAL CASTLE"

From NEW YORK.

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 29th Sept.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO. LTD.

Agents.

THE EAST ASIATIC Co., Ltd.

Copenhagen.

The Motorship

"MALAYA"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and stored at their risk into the Godowns of Holt's Wharf, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 3rd Oct. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 3rd Oct. at 10 a.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

MANNERS & BACKHOUSE,

LTD.

Agents.

Hongkong, 27th Sept., 1921.

WORST THEATRE SUMMER FOR MANY YEARS.

"This summer has been the worst I can remember for the theatrical profession," said the secretary of the Actors' Association to a Press representative.

"A month ago we had a third of our members out of work. Slump in trade, and consequent want of money among all sections of the population, has been the chief cause."

"When employment is hard to obtain and no profits are being made, the first thing people economize in is amusements. We have a floating population in London, which is not so much affected by this; but in the provinces it is felt severely, and affects all the touring companies."

"Then, again, there has been care to sit in a theatre during some of the nights we have had."

"I am glad to say that things have taken a turn. The London theatres are now doing good business, and companies are being booked for the autumn season."

"Many managers have kept their companies going, through the summer at a loss, in order to hold them together."

AMERICAN ADVICE.

Sinn Fein Urged to be Moderate.

The Press of the United States comments at length on the Irish situation. Not only the New York newspapers, but others in widely separated parts of the country, counsel the Sinn Feiners to act with moderation.

A most significant leading article is that of the *Chicago Tribune*, which is published in one of the greatest centres of the Irish population and is owned by Senator Medill McCormick, who himself of Irish sympathies, has been a consistent supporter of Irish aspirations. While naturally guarded in tone, the article nevertheless conveys a strong hint that "the British have gone a long way from their traditional policy." The *Tribune* says:-

"They have made concessions which would not have been considered even a year ago. They have gone nearly as far as they can go without recognizing an Irish Republic, dealing with it by treaties as an independent nation. The United States may hope that in the further consideration of the issue the settlement may proceed out of the British efforts as compromise and conciliation. We shall be glad to have this foreign question out of our politics and decisions. Failure of the negotiations at this point would open up an unfortunate prospect."

The *St. Louis Globe and Democrat* emphasizes a point that is stressed by many other papers, including the *New York World*.

"A question is asked in General Smuts's letter which the provisional President will have great difficulty in answering. It is whether what is good enough for the other States of the British system is not good enough for Ireland."

Pointing out that acceptance of Dominion status would place them "in an incomparably better position to seek a more satisfactory settlement," the *Globe and Democrat* says:-

"When so many powerful reasons imperatively demand the acceptance of the half loaf, can the Irish rebels take the responsibility before the world of refusing it because it is not a whole loaf?"

The *Boston Transcript* tells Sinn Feiners that the display made at the opening session of Dail Eireann in order to give the appearance abroad of a going concern will fail. "It meets in this manner only by ruffianism of the British Government, acting through a large military force posted everywhere except in the immediate neighbourhood of the Mansion House."

The *Philadelphia Public Ledger* makes the point, emphasized by the *New York World* and the *St. Louis Globe-Democrat*. It points out that the argument that what is good enough for the Dominions ought to be good enough for Ireland should be the rock foundation of the English case if the Irish refuse to compromise, but it adds that the same argument "will have powerful effect in the United States, for Canada, one of the great British Dominions, is a neighbour, and we know how Dominion status works there."

ENGINEERS' MEETING IN CHINA. The annual autumn meeting of the Association of Chinese American engineers will take place from October 4 to 6, according to an announcement made by the secretary. In view of the probability that the large engineering and railway undertakings in the near future will be in the central Yangtze region, convention is called to meet Hankow, where the new building of the Peking-Hankow Railway has been lent by the way administration for its purpose.

FRECKLES AND HIS FRIENDS

He'll Be Worse than Mad, Tag!

BY BLOSSER



Formazone

is one of the best known Aerated Waters we manufacture. Of a light golden colour and with a slight taste and perfume of orange's, it is a very bright and sparkling beverage and highly refreshing.

A.S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

Phone 436.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 30, 1921.

INTERNATIONAL SUPERVISION OF CHINA.

Students of Chinese affairs probably read with interest the communication which we published yesterday from "A True Friend of China." It contains proposals for aid to China upon the general principle credited to Mr. Hoover, and openly advocated by Mr. Bland as the one means of China's salvation—viz. international administration. Our correspondent makes suggestions of his own regarding the lines along which the system should be worked, and these deserve notice. Whether he is quite equitable in saddling Young China with all the responsibility for the deplorable situation may be open to question. For instance, to go no farther, there is his Mightiness Chang Tso-lin, who has such a big voice in China's destinies, and who can scarcely be regarded as a representative of Young China. Nor could Wang Chan-yuan, who has retired to Pientsin with a hoard variously estimated at from seven million dollars to something like seventy millions. There can be no sort of doubt, however, about the existence of the problem, whether due chiefly to Young China, or whether regarded as largely a heritage from the old officialdom.

No one can well question our correspondent's assertion that political factions have prevented unity, and that the country is on the verge of bankruptcy. When a Government has to hawk its postage-stamps at a discount in order to raise the wind, it may be described as already insolvent. Fortunately, China's bankruptcy is only in relation to its present political system—meaning, of course, lack of system. The country's potential assets are more than ample to pay twenty shillings in the pound. Is there any token of reform on the part of the officials? Announcements there are without number, and we would find believe that the Chinese Government really means to turn over a new leaf; but who can say that he has any confidence of such? Besides, given the will, it is questionable whether the Government could effect a radical reform, clogged as it is with military affiliations. Formerly, foreign intervention, even when highly beneficent, was *anathema* to the Chinese mind. The Imperial Maritime Customs evoked neither pride nor gratitude. From the official classes at least Sir Robert Hart experienced chiefly obstruction. That did not prevent the Customs and later the Gabelle from being conspicuously successful. To-day it may be that the large mercantile class, tired-out with a succession of Governments tarred with the same brush, would not unwillingly acquiesce in, if they did not acclaim, international supervision, it being made abundantly plain that the supervisors came not as conquerors and self-seekers, but as co-operators and guides.

"A True Friend of China" recommends that each of the Great Powers exercise supervision over one of the chief Chinese Government departments, every Power at the same time to be represented in each department, so that all nations would know the state of progress. This is presumably with a view to minimising international jealousies, which have been notoriously rife in the past, and unless the Powers can sink this failing their claim to exercise tutelage would wear a dubious aspect, albeit no international administration could well fail to be a great improvement upon the present regime. Despite a rift in the lute here and there, signs are forthcoming that the Powers are to-day more disposed towards harmonious effort. The proposed system of supervision naturally requires further consideration, but our correspondent's suggestion was worth the making. That the appointment of Chinese officials should be subject to international approval is a natural corollary. The provisions for the payment of the provincial revenues into a central bank and for the restriction of the Army are matters of primary importance, while the sixth of "A True Friend of China's" proposals evidently looks to the abolition of that long-standing hindrance, *li-tin*, which, despite promises and the alleged appointment lately of an investigating delegation, Peking shows no sign of handling in a workmanlike manner. It is no light subject to talk of foreign supervision of an extensive Power, and the situation is further complicated by the division between North and South; but unless China can speedily formulate a practical scheme of her own it is at least a possibility that intervention will become inevitable for China's own preservation.

NOTES & COMMENTS.

A Worthy Swimmer.

Although it is rather early to speak of the Interport Swimming events in the light of records the fact must have impressed everybody that the time put up by Johnstone in Wednesday evening's 880 yards swim was indeed creditable. To cover half a mile in 13 min. 37.25 secs. is to qualify for a place among the fastest of the world's swimmers. According to the records available to us at the time of writing the fastest time in which this distance has been covered is 11 min. 11.35 secs., this being put up by the celebrated Australian swimmer Kieran who was swimming in a comparatively short bath and who had the advantage of very many turns. The English record is held by H. Taylor who covered the distance in open water in the really splendid time of 11 min. 35.25 secs. Both these men are of world wide reputation, and it is interesting to note that the English championship time of last year was 14 min. 31.43—a time which Johnstone very easily eclipsed the other evening. At the Far Eastern Olympiad held last year the best time in the open international championship swim was made by the Japanese swimmer Haneda, the stop watch recording 13 min. 11.15 secs. Johnstone's time is all the more noteworthy seeing that in the concluding laps of the race he was not in the least bit challenged and had no pacing with which to contend. It is safe to assume from the fresh manner in which he finished, that his time could easily have been improved upon. The above facts go to prove that Hongkong possesses a swimmer of more than local merit who should, with training and a better study of the art of quick turning, go far towards attaining a much wider reputation. In view of Wednesday's performance it will be interesting to note the times recorded this week in the 440 yds. and other distance races.

The Stowaway Problem.

The problem of dealing with Filipino stowaways here is becoming acute. On almost every big boat arriving here from Manila there are one or two of these undesirable and the case of eleven men being found on board the Hawkeye State when that vessel came into port yesterday morning has raised the subject to one of some feeling on the part of the local shipping companies. Some time ago the American Consul General here addressed a strong letter of protest to the Insular Government on the matter, saying that the expenses he had incurred in connection with the return of stowaways should be reimbursed to him by the Philippine authorities, and also urging at the same time greater care in the prevention of stowaways at that end. Nothing much seems to have been done, and local American shippers feel it is time that the penalties inflicted by our local magistrates should be increased. The present short terms of imprisonment and the subsequent return of the men has not proved salutary enough and shipowners consider that our local magistrates should impose something more likely to be a deterrent or, if they have not the power, seek the powers necessary. We cannot help thinking that the Manila authorities could help a great deal more than they are at present doing.

Germany's Task.

The raising of the economic sanctions in Germany to-day owing to that country having accepted the conditions regarding the establishment of the Inter-Allied Control of the Rhine frontier should do more than a little to assist the rise of Germany's economic tide. The Germans have long been complaining that the terms of the economic penalties are too harsh to permit her to fulfil her other obligations and there have been those among the Allies who have held a similar view. One can easily understand a German boycott of French goods, partly on political grounds but more on economic grounds seeing that the Mark has slumped in value to a point where to buy the goods of any outside nation is to pay an exceedingly high price for them. Berlin newspapers agree in describing the slump as "catastrophic" and, in view of the great necessity and desirability of seeing industrial Europe back in a state of solidarity there will be few to disagree with them. For our own part we are inclined to think that so long as Germany keeps to her bond

DAY BY DAY.

THE PURER THE GOLDEN VESSEL, THE MORE READILY IT IS BENT; THE HIGHER WORTH OF WOMEN IS SOONER LOST THAN THAT OF MEN.—*Rickard.*

There was a clean bill of health in the Colony yesterday.

H. E. the Governor took up his residence at Government House to-day. Lady Stubbs returns tomorrow from Amoy where she was staying for the past fortnight.

To-morrow we intend publishing the following photographs in our Pictorial Page—Snape taken at the Garrison Tennis Finals; The new Bank of East Asia together with a group of the Bank's Staff; group photographs of the 7th Hongkong troop of Boy Scouts, and the Stalker—Short wedding.

For the theft of a rattan basket containing various articles of clothing and jewellery, a Chinese, who had spent eighteen months in jail during the last two years, was this morning sentenced by the Magistrate to undergo six months' imprisonment with four hours' stocks.

Commotion in the steerage quarters of the steamer Golden State, shortly after her arrival in port this morning from San Francisco, was caused by a Chinese youth from the shore being caught in the act of robbing the belongings of an old Chinese passenger. It is also alleged that the Hongkong youth stole \$450 gold from the returning man's possessions and was seen by a friend of the man whose possessions he was ransacking. A hue and cry was raised and the thief was badly treated by the Chinese present until he was saved from injury by a quarter-master of the vessel who pulled the thief from his attackers.

CORRESPONDENCE.

To the Editor of the "Hongkong Telegraph."

The Macao Affair.

Sir,—Happening to glance over the letter of "Old Portugal" published in your issue of the 28th, I notice that he describes the Chinese as *scoundrels*. This is entirely unfounded and unwarranted, and such an estimation of the Chinese can only be made by one who is wholly in the dark as regards the history of the Chinese people. There might be the possibility of the statement being made on the impulse of the moment; through the unreasonable hatred and unrestrained passion of the person, who, for convenience sake, let me call him a gentleman. If that be true, he must have now regretted such an utterance. Whatever motive he might have in making this accusation against—say, in insulting without the least cause—a people from whom he more or less draws his necessities of life, yet there is no denying the fact that what he says is quite astounding and incredible. I rather fancy that before the first foreigner set foot on Chinese soil that even thousands of years ago when the Portuguese were not even known to exist, or if they were, when they were leading lives like the ancient Britons, the Chinese were as civilized as any European nation at the present moment. Immorality was not known in China until foreigners set foot therein. This is clearly proved by the fact that in the interior of China immorality does not exist. The Portuguese were evidently the first foreigners to land in China judging by the length of their occupation of Macao, and the gentleman will do well to always place before him the Proverb: "Those who live in glass houses should not throw stones." Thanking you for the space you kindly afford this letter,

Yours, etc.
"CIVILIZED CHINA."
Hongkong, Sept. 30, 1921.

BOOK OF THE RIFLE GRENADE. A copy of a book by Mr. Martin Hale, Bromley, Kent, inventor of the rifle grenade, describing the first demonstrations of the weapon, has been accepted by the King.

In making reparations she should be left to work out her salvation, unimpeded and unhindered. Her task is great enough without calling upon her to suffer the annoyances of petty interference.

RUBBER CASE JUDGMENT.

(From Our Own Correspondent.)

Singapore, Sept. 30. In a rubber case judgment the Chief Justice has found that the Association was not justified in suspending the plaintiffs (Messrs. Goodalls), who were therefore entitled to the declaration of injunction claimed. His Lordship awarded nominal damages of five dollars, holding that the plaintiffs had not proved loss through the suspension, which was only for a few days during the Christmas holiday when no business was done prior to the interim injunction.

Rubber Quotations. Singapore, Sept. 30. Rubber is quiet being quoted at 29½/30 here and in London at ninepence.

INTERPORT SWIMMING.

Hongkong Again Successful.

Some good sport was witnessed at the V.R.C. bath yesterday afternoon. That there is a great interest taken in swimming in the Colony was proved by the large and enthusiastic crowd that was present. The two interport events were the 220 yards and the long plunge and these were followed with much excitement and cheering. The local events were keenly contested and some of the younger competitors showed that there is plenty of good stuff in Hongkong for future interports. The arrangements were excellent and everything went off without a hitch.

Siemssen and Brodie represented Shanghai in the 220 yards and Johnstone and Laing swam for Hongkong. For the first length the four swam neck and neck, but after the turn Brodie was seen to have dropped a little way behind. With the other three there was not much in it for the remainder of the race. It was practically neck and neck all the way through, but sometimes Johnstone would be a few feet ahead and sometimes the Shanghai champion, Siemssen, would be a little in the lead. The followers of both ports cheered and shouted at their men to encourage them on to victory and the noise was almost deafening. It was impossible to say which of the two cracks, Siemssen or Johnstone, would win, but the former succeeded in touching the rope that marked the end of the course first, gaining a victory for Shanghai. The times were E.A.T. Siemssen 2.40 and J.R. Johnstone 2.41½. It may be mentioned that the English record time for this event is 2.24 2/5.

The long plunge resulted in an easy win for Hongkong. M.A.R. Souza was first, with a distance of 62 feet 10½ ins., L.C.R. Souza came second, with 59 ft. 4 ins., and a Hongkong man, J. Soares, also came in third. The best distance put up by Shanghai was made by R. W. MacCabe, who came fourth with 57 ft. 4 ins. The world's long plunge record, it is interesting to note, is 83 ft. 7 ins., which was put up by an Englishman named Taylor.

The results were as follows:—Interport Points to Date:—Hongkong 14, Shanghai 6.

Two Lengths Hurdle Handicap (members).—Heat winners: J.R. Soares, J.V. Ramsay, G. A. V. Hall and W. Gerrard.

Boys' High Dive (14 years and under).—1. W. G. Urquhart (85 pts.); 2. A. F. May (82 pts.).

Two Lengths Handicap (Ladies).—1. Miss R. Jennings; 2. Miss Roby Young. Time: 41 2/5secs.

Miss G. Ramsay (scr.) did the distance in 33 3/5secs.

220 Yards Interport.—1. E. A. Th. Siemssen; 2. J. R. Johnstone. Time: 2mins. 40secs. and 2mins. 41 1/5secs.

Two Lengths Handicap (Girls, 14 and under).—1. E. Bliss; 2. R. Chu. Time: 43 2/5secs.

Long Plunge, Interport.—1. M. A. R. Souza; 2. L. C. R. Souza. Distances: 62ft. 10½ ins. and 59ft. 4 ins.

Two Lengths Handicap (members).—Heat winners: J. B. Ramsay, F. M. Cruz, S. H. Gaxard, J. Watson, G. A. V. Hall and W. Gerrard.

Two Lengths Scratch (Boys, under 12).—1. L. R. Pereira; 2. H. Watson. Time: 33 3/5secs.

Two Lengths Team Race (Hong, Clubs, Units and Corps).—Lusitano (Team: Ribeiro, Soares, Monteiro, Botelho, Noronha and Pereira); 2. V. R. C. (Team: Jack, Laing, Ramsay, Busschaert, C. Logan and E. Ralston. Time: 2mins. 55secs.

Water Polo (Blue v. White).—Draw—2 all.

ON THE WATERFRONT.

Blue Funnel Launches New Steamer.

Launching of another new passenger and cargo steamer for the Blue Funnel Line took place at the Hebburn yard of Palmers' Shipbuilding and Iron Co., last month, according to particulars of the vessel received by Messrs. Butterfield and Swire by the Sardinia's mail. The vessel is the Meriones, designed to carry about 10,000 tons deadweight and will be added to the fleet of the Ocean Steamship Co.'s share of the Blue Funnel Line.

The principal dimensions of the steamer are as follows:—Length overall, 476ft. 6ins.; breadth 58ft.; depth to upper deck, 35ft. 3in. The vessel is of the two-deck type, having poop, bridge and forecastle. The engineers are berthed in a dockhouse on the bridge deck, the officers' and captain's accommodation being in a house over, while the seamen and firemen have quarters in the poop; accommodation can be provided for a limited number of passengers in the 'tween deck space and forecastle. The vessel has in all six cargo holds, one of which is insulated for carrying perishable cargo, and built pillars and side girders are fitted so that clear holds are obtained for the shipment of heavy cargo. Special attention has been given to the derrick arrangement for the rapid handling of cargo. The cellular double bottom all forward and aft is fitted for the carriage of either water ballast or oil fuel.

The vessel is to be fitted with single screw double reduction geared turbines of Parsons's impulse re-action type steam being supplied by two double-ended boilers, fitted with Schmidt's superheaters and Howden's system of forced draught. An auxiliary single-ended natural draught boiler is also fitted, the working pressure being 220lbs. per square inch.

Golden State Sails Records For "538 1/2."

Records for the fastest time across the Pacific from San Francisco to Hongkong, via Manila, and for the largest passenger and freight business of any of the new Shipping Board steamers was claimed by officers of the Pacific Mail Steamship Company's Golden State upon arrival of the vessel at Hongkong this morning from the Californian port.

A cargo of 8,000 tons for Far Eastern ports and a passenger list of 184 cabin and 608 steerage was taken out of San Francisco this voyage by the Golden State and it was said to be the best that have left the Golden Gate on any of the big State ships. From the time of casting off the lines at the dock at San Francisco to the time of making fast to her buoy here, the log shows that 37 days, 10 hours and 21 minutes elapsed. Deducting detention in ports of call the actual steaming time is given as 30 days 1 hour and 11 minutes, making it was said on the vessel, a record for the new government steamers operated by the Pacific Mail Steamship Company.

Ships papers prepared for entry at Hongkong show that the Golden State brought in a total of 732 passengers, of whom 63 were cabin and 669 steerage. The figures for those landing at Hongkong are 41 cabin and 355 steerage passengers. Passing through there are 300 Filipino labourers for plantations in the Hawaiian Islands.

Cargo for Hongkong amounts to 723 tons. A like tonnage is destined for San Francisco and wayports. A mail of 41 bags was landed here.

Shipments of treasure for Hongkong banks include 262 bars of silver bullion and four boxes of United States gold coin.

Missionary workers landed in strong force at Shanghai from Golden State, there being 80 of them on the present voyage of the vessel from San Francisco. Several of them disembarked at Hongkong.

(Continued on Page 7.)

Between Ourselves

By Robt. MacWhirter.

At first I didn't want to go. I there last night in that respect was for daunting up the bill to the Hen's Club to see how the Cruelty to Animals lot were getting on wif the dog's drinking ye like if Podolsky had made a troughs, but Joe, he was for the mistake and had started at the V. R. C. so we split the difference and went to hear the Podolsky, his way up there would have push instead. One thing oryway, been more than a baker's dozen we got our money's worth. Of there that could have put ye right, course, we were a bit late, (an As it was, when he comes to Rach-awful chap Joe, for his tea), but manioff's Prefide I was dis- still I didn't think you noise we heard going up the stair was the well-known one in C sharp meant in earnest. But ay, it was Leo right enough, wrastling through his second spasm just as we wedged ourselves in between a fat wife at the door and a man that looked as if he'd lost a shilling and found a sixpence and wasna' sure even then whether it was a good one or no'. Joe, he says to one, go easy he's in the middle o' something. So I hear, says I, what is it? "Convent Bells", says he. "Struth says I, that is when a bat wif a bunch of cherries wasna' blocking of a new boiler factory. The convent must ha' been an awful noisy institution. I've got no culture. As I re- And Podolsky, I could see, primitive of instincts what ye Man, I'll be perfectly honest wif ye. You sort o' noise, y-n tearing the vitals out of a piano, yon twiddling and tickling and then syne chewing the tune like an ill-bred dog wif a bone. I never did pretend to understand. And I hope as long as I live I never will. If yon's music, then give me a Jew's harp every time. If it's something I can keep time to then it's no so bad. I can stand bands provided I get to the offside of the heavy brass end and yon instrument ye call a cymbal or something, that makes a noise between our fire-engine and a creaky pair o' shoes. Give me "Annie Laurie" in as many sharps as ye like or "Ye Banks I ought to have heard her sing- and Brass" but no' overquick, ing Scottish ballads. He said he and I wouldna' thank ye for some even understood them and that's o' yon soulful upsetting foreign high praise for Madame, mind stuff. A fiddle now, I like five, I'm telling ye. Ay, she was especially if it's playing "The grand. Now, how is it that an Dell among the Tailors" or uncultured brute like ye can "Monymusk" but yon Fan- understand singing like ye in a- tastic that only sound fan- foreign language and yet have no- thing else, you can have untranslatable? Guess away theff all for me. I'd rather to your heart's content but see Ferguson playing bowls than the fact remains nevertheless, see Podolsky knocking a Concert and man, I couldna' help think- Grand out of tune. No, but what ing o' nature and her compensa- I think he's a good player, mind tions when I heard yon fine ye. He must be before he'd have voice. If there hadna' been the nerve to charge for it. I Bolshevik in Russia to-day suppose it's just my upbringing, we'd never have heard Madame. And oh! I wasna' my lee lane Anne El-Tour.

YEE SANG FAT CO.

JUST ARRIVED
UP-TO-DATE
LADIES'
BLOUSES
CHIC PARISIEN
STYLE

Made of
Silk Crepe
de Chine,
Plain Silk
and
Voile

Assorted Colors
Assorted Sizes

YEE SANG FAT CO.



ON THE WATERFRONT.

(Continued from Page 8.)

There is no need of repairs to the Golden State.

Dr. G. W. McKean, of Hongkong, returned to the Colony from San Francisco.

Mr. R. Moore, of the Cooper Coal and Case Drygoods Company, of Los Angeles, who is on a business trip to the Far East, arrived here from Shanghai. He is accompanied by Mrs. Moore.

Judge Fisher, of the Supreme Court of the Philippine Islands, is a passenger for San Francisco with his wife, Mrs. F. C. Fisher.

Mr. T. J. Carroll is no longer purser of the Golden State, he having resigned last voyage to engage in farming pursuits in California. He is following the "back to the land" movement and has purchased a ranch of his own in the "Golden State." Mr. F. M. Raff, has taken over the duties of purser and with him as freight clerk is Mr. Edward K. Howard, who was assistant agent of the Pacific Mail Company at Singapore, until poor health necessitated a change of climate.

Delayed for Repairs.

A new piston is being cast for the steamer Tatsuno Maru to replace the one that fractured in the starboard engine of the vessel while she was bound to Hongkong from Japan this week. The Hongkong and Whampoa Dock Company is doing the work and it is expected that the casting will be made and the repairing of the ship completed sometime tomorrow. The Tatsuno Maru will resume her voyage to Bombay on Saturday morning, if the job be finished in time.

Passes Examination.

Mr. Isaac Evans, of the Admiralty supply ship Khaki, this morning passed the examination for first mate of steamships.

TO-DAY'S MISCELLANY.

The Northern Railway of France, which has erected at its Paris terminus a notable memorial to its employees killed in the war, was built by British workmen, and nearly all its engine-drivers were for many years of the same nationality. A reminiscence of these pioneers, who naturally followed the rules they had learned in England and taught them to their successors, is conveyed by the fact that, while the general rule of the road in France is to take one's right, traffic on the railways runs to the left, as in England. Sir Edward Blount, founder of the Paris banking firm Blount, Pere et Fils, played a big part in the promotion of the Nord Railway, and subsequently of the Western system, and served as chairman of the latter line for thirty years. In 1894 a discussion took place in the Chamber of Deputies on the desirability of his holding such a post. It was pointed out that railway was closely associated with the Ministry of War in the movements of the army, and thus the chairman, although a foreigner, would know something of French mobilisation plans. Sir Edward promptly resigned, and though his co-directors showed their sense of his loyalty to France by unanimously re-electing him he declined to resume office.

THE BOOKSHELF.

(By "Librarian.")

SEVENTEENTH-CENTURY VERSE.

Mr. G. Thorn-Drury is an enthusiastic collector of literary products and by-products. He has now assembled what he entitles "A Little Art, Containing Sundry Pieces of Seventeenth-Century Verse" (7. 6d.), and in the Messrs. Dobell, a family devoted to the bard, he has sympathetic publishers. The seventeenth century gave us Shakespeare's mature work and all Milton's. Nothing to rank with these masters is here brought to light. What Mr. Thorn-Drury has done is to put together, from his collection of manuscripts and rarer broadside-poems of the seventeenth century, a most delightful book for those who have corners in their hearts both for the unrecorded smaller pieces of well-known poets and for the curiosities of literature. He has not found for us, and does not claim to have done so, anything of great literary beauty; nothing in this book is likely to find its way into the standard anthologies of the future. But he has, among his finds, several things which will now have to be included in collected editions of Ben Jonson, Edmund Waller, James Shirley, and other poets of importance. Jonson and Waller, at any rate, are big enough writers for us to treasure anything from their pens. The former is here represented by what seems to be a first draft of the "Preludium" to the epoch in "Love's Martyr"; it is fair, workmanlike verse, but nothing more. By Waller there are some previously unknown lines on the marriage of Sir John Denham, the poet of "Cooper's Hill"; unfortunately these, too, are a literary disappointment, though they are of some historical interest, for the greatest and most delicate of English Court poets has merely chosen to treat the subject as an occasion for some halting, metrical scandal-mongering.

There are, however, some better things among the anonymous poems, which are chiefly elegies, though even here most of the verse is mere oddity—not that we should for a moment wish to be thought to disparage the collection of poetical oddities. From rare, often unique, broadsides Mr. Thorn-Drury has printed elegies upon a baroness Philips ("The Matchless Orinda"), Sir William Davenant; Dr. Robert Will (author of the once-popular "Iter Boreale"); Aphra Behn; Charles Hart (an actor who is by some thought to have been Shakespeare's great-nephew); and others. There are sparks of real poetry scattered here and there in several of these, but the best thing in this book is "An Elegy in Commemoration of Madam Ellenor Gwynn, who Departed this Life on the 14th of November, Anno. Dom. 1687," which contains a pleasing tribute to her kind heart and charity to the poor. Moreover, some of the lines, though they halt somewhat, have considerable feeling and beauty.

Speak, then, my Muse, and Speak in such a Strain, As may fit Audience from the World obtain. Tell that a Glorious Beauty is withdrawn To Silent Seats of Everlasting Dawn, Cropt like a Gay Flower by some Rude Hand, Or like a Blossom by the North Winds Fan'd.

Such verse is not great poetry, but it is not without inspiration. This book is agreeably produced, and the Nell Gwynn Elegy is given in reduced facsimile as a frontispiece. The edition is limited to four hundred copies.

In the book of her first political pilgrimage, Mrs. Philip Snowden related her experience in Bolshevik Russia. In second volume, "A Political Pilgrim in Europe" (Cassell), she relates her wanderings in Europe since the armistice "with no other purpose in view," we read, "than to do what one person might do, or at least attempt to restore good feeling between the nations and the normal course of life as quickly as possible." Mrs. Snowden's narrative is written with humour, toleration, and a sincerity rare in these galaxy-show days. It gives a very human account of Socialist and other conferences, and many interesting pen-pictures of people working along the lines of greatest resistance.

How a man impersonates a woman in order to gain entrance to an old Scottish castle is the subject of "A Strange Delilah,"

DAIRY FARM NEWS.

CHEESE

Gruyere	\$1.25 per lb.
Gouda (Full Cream)	1.15 " "
Australian Cheddar	.85 " "
Picnic (own make)	.50 " Jar
Coulommier (own make)	.40 " pat

THE DAIRY FARM, ICE & COLD STORAGE CO. LTD.

by "B.B." What he does in the castle and the object he wishes to achieve must be left for the reader to explore for himself. It is a mystery story with a good thrill that will be enjoyed. The book is published by Murray. Another story to beguile odd hours is Phillips Oppenheim's "Jacob's Ladder" (Hodder and Stoughton). It tells how Jacob Pratt, from being an undischarged bankrupt became a millionaire, and what he did with his money. The crooks who beset Jacob are disposed of in a neat and humorous manner, and in the end the lucky millionaire marries an earl's daughter, quite in the happy-ever-after tradition.

CONCERT.

Last Night's Treat.

The Chamber of Commerce Room at the City Hall was packed last evening when Miss Anna El-Tour, Miss Vera Mirova, and Mr. Leo Podolsky gave their final concert, being assisted by Mr. Harry Ore. Mr. Van Taek and Professor Gonzalez. There could be no possible question as to the thorough enjoyment of all present, the heartiness of the reception accorded each item in the lengthy programme being eloquent of the high talents of all the artists.

Miss El-Tour again demonstrated her unique artistry as a concert vocalist and she was forced to oblige with encores notwithstanding the fact that her "billed" numbers totalled twelve songs. In dainty love songs we have yet to hear her better for Miss El-Tour brings a charm of her own into her work and succeeds in conveying the spirit of the composition to her listeners. Her association with Mr. Podolsky, Mr. Van Taek and Prof. Gonzalez in the cycle of Scotch songs (music by Beethoven) was a real musical treat.

Miss Vera Mirova, whose classic dancing has already been ranked with that of Isadora Duncan, was accorded an unmistakably enthusiastic reception for her Oriental dance, her caricature of a Russian Dance and the dance set to Dvorak's Humoresque.

Mr. Leo Podolsky, on whom a great deal of work fell, delighted his listeners with his pianoforte selections, all of which are deserving of separate and detailed mention. One of the most enjoyed items of the whole programme was the pianoforte duet by Mr. Podolsky and Mr. Harry Ore, this being a romance and variations by Grieg based on an old Norwegian ballad for two pianos.

In conclusion it can be said with honesty that it is a long time since Hongkong music lovers have had such a treat.

IF YOU WEAR GLASSES

there is almost as much comfort and pleasure in wearing Pince-nez Eye Glasses, as there is in possessing a perfect pair of eyes—for they fit so comfortably and secure that you forget you have them on—the most important improvements in eye-glasses in the past twenty-five years. Pince-nez Eye-glasses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., Successors to Clark & Co., Manufacturers and Refracting Opticians, the most competent optical manufacturing establishment in South China—located in 53, Queen's Road Central.

SNIPE GALORE.

Shooting in China.

Those of our local sportsmen who go out shooting over the week-ends, and who can be seen coming back from the New Territories with "bags" of more or less indifferent size, will possibly be envious when they read the following account of game shooting in China which appeared in *Country Life* of August 13th:—

Yet another distinguished and interesting visitor to our shooting grounds must be recorded, viz. Dr. Sha Fan Lee, president of the Victoria Clay Pigeon Shooting Club, Hongkong. He describes his club as possibly the most cosmopolitan in the world, the number of nationalities represented in its membership fully reproducing Hongkong's proverbial all-embracingness. Keen as the energetic young doctor is in everything that concerns shooting, he reserves his greatest eloquence for the joys of game shooting in China. Snipe of the full variety are apparently as fat as a lump of dripping during October. The shooter walks along the causeways which supply a dry foothold in the marshes where rice and suchlike are produced, boys on either side splashing through mud and water and putting up snipe galore. The doctor has a favourite corner into which careful management concentrates the birds; and, when all is favourable, the only trouble is to load and fire as quickly as they rise. Partridges are, however, the leading game bird; they are dealt with in the same way, except that the boys on either side no longer indulge in mud-splashing. The birds rise at nice distance and are active fliers. In the rougher scrub-grown land the pheasant is encountered on its native heath. Here the beaters thrash the bushes with bamboo poles, a bag totalling three, or it may be six, rewarding the effort made. When worked with pointers they are more likely to run forward and rise, the bamboo method being found preferable in that it secures nice rises from the proportion that squat. Apparently, the greatest boom is that all shooting in China is free, the game belonging to those who have the energy to pursue it and bring it to bag. China is rather a long way to go to enjoy free shooting, but for those who find themselves there its fine sporting opportunities must be a great attraction.

WHEN CHILDREN GRIND THEIR TEETH IN SLEEP it is almost always a sign of worms. Other indications are irregular appetite, bad breath, pain and swelling of the abdomen, irritation in the nose. Baby's Own Tablets, the Canadian children's remedy, given for a few days, destroy worms, and a marked improvement in appetite and general health speedily results. Guaranteed free from opiates and absolutely harmless even to the youngest babe, Baby's Own Tablets are a remedy for infantile indigestion, constipation, colic, simple fever, diarrhoea, and teething troubles. Obtainable from chemists, or post free at 60 cents the vial from "Dr. Williams' Medicine Co., 96 Bechen Road, Shanghai.

NOTICES.

J. T. SHAW

TEL. 692

KNOX HATS
NEW YORK

J. T. SHAW

—SOLE AGENT—
HONGKONG.

ONE CAN ALWAYS BE SURE OF THAT TOUCH WHICH DISTINGUISHES THE MAN WHO IS REALLY WELL DRESSED; THE CLEANLINE, THE LOOK OF BEING FIT, SMARTLY SET UP, IF HE IS WEARING A KNOX HAT.

TAILOR AND OUTFITTER.
NEXT DOOR, HONGKONG HOTEL.

Wm. Powell Ltd.
TELEPHONE 3146

SOLE AGENTS FOR

Keltic
FOOTWEAR.

We have received a new stock of this celebrated make of British Boots & Shoe in BLACK & BROWN. These are marked from \$18.50 to \$31.50 per pair.

We specially draw your attention to the Keltic Brown Brogue shoe at \$21.50, the ideal shoe for Golf.

ALSO AGENTS FOR SAXONE.

COCKTAILS.

CALDBECK'S MANHATTAN
CALDBECK'S VERMOUTH
CALDBECK'S GIN
CALDBECK'S MARTINI

Sirdir Lime Juice Cordial

Brooke's Lemon Squash "Lemos"
CALDBECK, MAGGREGOR & CO., LTD.

15 Queen's Road Central.

(Telephone No. 78).

FRENCH LESSONS.

G. MOUSSION,

15, Morrison Hill Road.

TSANG FOOK PIANO CO.,

MAKERS, EXPERT TUNERS & REPAIRERS.

Telephone 2127. 94a. Wanchai Road.

WHEN YOU THINK OF
BETTER SOUP & PUDDINGS

THINK OF
THE HING WAH PASTE MFG. CO., LTD.
(No. 47-48, Connaught Road Central, Hongkong)
MANUFACTURERS

OF
MACARONI, VERMICELLI, PASTE
STARS, EGG NOODLES &c.
RING 11P-2230.

HALL'S DISTEMPER

THE KING OF WATER PAINTS

Its Sanitary, durable, and high glossing qualities make it the most well serving paint known to man.
Handled by all Contractors and Painters.
Write for our Booklets—Free to all.
Sole Agents
Messrs. A. S. & Co., Ltd.



CAMERA NEWS



KAMENEFF AND KRASSIN.
Kameneff (once Bolshevik Commissary in London), now heads the Non-Partisans' Non-Political Famine Relief Committee.



THE DAVIS CUP.
The most coveted trophy in the tennis world.



RHEIMS CELEBRATES THE RESTORATION OF ITS FAMOUS CATHEDRAL.

And the replacement of the Joan of Arc statue before it. German shots had greatly injured the beautiful edifice in spite of thousands of sand bags piled about it for protection. It has taken much time to repair the statues and building sections which had been cracked and marred. Photo shows the ceremony at base of the equestrian statue of Joan of Arc.



This photo was taken one minute after two robbers were shot as they tried to hold up the bank at Bruceton, W. Va. The bandit in the centre of the picture was killed. The one sitting up, on the right, was wounded. On the left, with the rifle, is Dr. Defor, head of the Vigilance Committee. He fired the shot that killed the bandit. Four men attempted the robbery, two others being captured later.



Antonio Maura assumed the premiership of the new Spanish cabinet which replaced that of Allendesalazar. Allendesalazar's fall was directly due to recent defeats of the Spanish forces in Morocco.



FEEDING PIGEONS AT ST. PAUL'S CATHEDRAL.

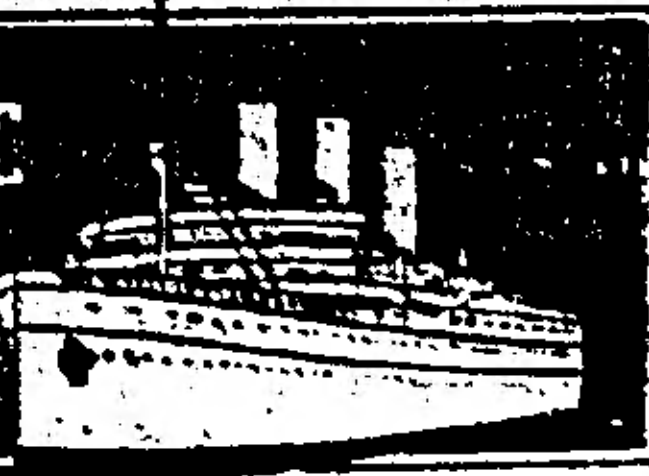
DOINGS OF THE DUFFS

Tom Didn't Stay Long—

BY ALLMAN



PACIFIC SHIPPING.

CANADIAN PACIFIC
STEAMSHIPS
LIMITED.

HOME VIA CANADA

Hongkong to England
Shanghai, Nagasaki, (Mitsui) Kobe, Yokohama, Vancouver & Montreal.

PACIFIC STEAMER	FROM HONGKONG	DUE VANCOUVER
Empress of Russia	Oct. 13	Oct. 31
Montezuma	Oct. 26	Nov. 19
Empress of Asia	Nov. 10	Nov. 23
Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 8	Dec. 26
Montezuma	Dec. 31	Jan. 25

Connecting Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre & Naples.

Through observations made and tickets issued here. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping cars, Compartments & Drawing rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC STEAMSHIP, LTD.
Hongkong Office Telephone 752. Cable Address GACANPAC.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE ISLANDS, JAPAN & HONOLULU
"THE PATHWAY OF THE SUN."

STEAMER	DATE	DEPART	STEAMER	DATE	ARRIVE
SHINYO M.	22,000	Oct. 1	ISBERIA M.	20,000	Nov. 13
PERIA M.	9,000	Oct. 13	TENYO M.	22,000	Nov. 27
TAIYO M.	22,000	Oct. 29	KOREA M.	20,000	

Calling at Dairen and omitting call at Keelung & Shanghai.
Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA, CRUZ, BALBOA, CALLAO, MULLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.

STEAMER	DATE	DEPART	STEAMER	DATE	ARRIVE
SEIYO MARU	14,000	November 9th			
SAKUYO MARU	17,500	December 10th			

For full information regarding passengers, freight, and sailings apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD.

TO MANILA.

"WEST CARMONA" 29th September.
TO LOS ANGELES & SAN FRANCISCO.

"WEST HENSHAW" 2nd October.
TO VANCOUVER & SEATTLE.

"WEST CANON" 8th October.

Also, cargo accepted for transshipment at San Francisco and Seattle to weekly sailings for

NEW ORLEANS SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian ports and common points.

HONGKONG OFFICE: 5th floor, Powell's Building, 12, Des Voeux Rd., Tel. 1063.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.



FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO.

via Shanghai, Japan Ports and Honolulu.

S.S. CHINA	S.S. NANKING
Nov. 3rd	Dec. 12th

HONGKONG TO SINGAPORE.

S.S. NILE	S.S. CHINA	S.S. NANKING
Oct. 4th	Oct. 15th	Nov. 23rd

Calling at Singapore, Batavia, Samarang and Sourabaya.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING. Telephone, Passenger Dept. No. 1934.
JOE HUNTER STREET. Tel. Freight Dept. & Agents. No. 2161.

PACIFIC SHIPPING.

DOLLAR
LINESAILINGS FROM HONGKONG
FOR NEW YORK.

"GRACE DOLLAR"	via Suez	17th Oct.
"HAROLD DOLLAR"	via Panama	26th Nov.
"MELVILLE DOLLAR"	via Panama	26th Dec.

FOR VANCOUVER.

"HAROLD DOLLAR"		26th Nov.
"MELVILLE DOLLAR"		26th Dec.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL. 792.
795.

Operating following U.S. Shipping Board Steamers.
PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

S.S. Silver State	For Manila	Oct. 11.
S.S. Silver State	For Manila	Oct. 22. Nov. 11.

FOR HONOLULU & SAN FRANCISCO.

S.S. HAWKEYE STATE	Oct. 1. at 10 a.m.	Oct. 23.
--------------------	--------------------	----------

FOR PORTLAND DIRECT.

S.S. Coast	Oct. 15.
S.S. Montague	Nov. 11.
S.S. Abernethy	Dec. 7.

Through Bills of Lading issued to Overland common points.

Passengers and Freight Particulars, apply to—

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansions.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

CADARETTA	Sailing Sept. 29.
LAKE ONAWA	Sailing Oct. 15.

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor Hotel Mansions. PASSENGER OFFICE.

Tel. 2477 & 2478. Queen's Bldg. 2, Ice House St.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. SCHODACK	29th September.
S.S. JADDEN	15th October.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC..

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansions.

CONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to
Singapore & Belawan Deli direct.
27th of September.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to—

JAVA-CHINA-JAPAN-LYN.

Telephone No. 1574. Agents.

PACIFIC SHIPPING.

NEW YORK DIRECT

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & Canada Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"EURYMACHUS"	via Suez Canal	13th October.
"CITY OF ADELAIDE"	via Suez Canal	1st November.
"TYDEUS"	via Suez Canal	13th November.

† Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART
MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)



Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	For	Sailing on or about
TIJSONDARI	Rotterdam, Amsterdam & Hamburg	2nd Oct.
ALDERAMIN	Rotterdam, Amsterdam & Hamburg	11th Oct.
BOERIE	Amsterdam, Rotterdam & Hamburg	2nd Nov.
TOSARI	Amsterdam, Rotterdam & Hamburg	10th Dec.
OUDEKERN	Rotterdam, Amsterdam & Hamburg	10th Jan.
RADJA	Amsterdam, Rotterdam & Hamburg	10th Feb.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,

York Building.

NEW SERVICE TO JAVA

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO JAVA

Calling at Singapore, Batavia, Samarang
and Sourabaya.

S. S. "NILE"

October 6th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada.
also
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING.
Telephone, Passenger Dept. No. 1934.

ICE HOUSE STREET.
Tel. Freight Dept. & Agents. No. 2161.

COMMERCIAL NEWS.

RUBBER FOR RAILWAY STATIONS.

Silent railway stations are a boon promised in the near future. Sir Ernest Birch, speaking at a private view of the International Exhibition of Rubber and other Tropical Products in the Royal Agricultural Hall, Islington, said that the noise and turmoil of railway stations could easily be obviated by rubber-covered platforms.

CHINESE FIRMS IN THE PHILIPPINES.

The Chinese General Chamber of Commerce at Shanghai has telegraphed to Peking asking the Government to discuss with General L. Wood, and former Governor Forbes, the question of the Philippine banking laws, while these two gentlemen are in Peking. The new law, which requires all merchants in the Philippines to keep their account books in either English or Spanish, is strongly opposed by the Chinese.

EFFICIENT LUBRICATION.

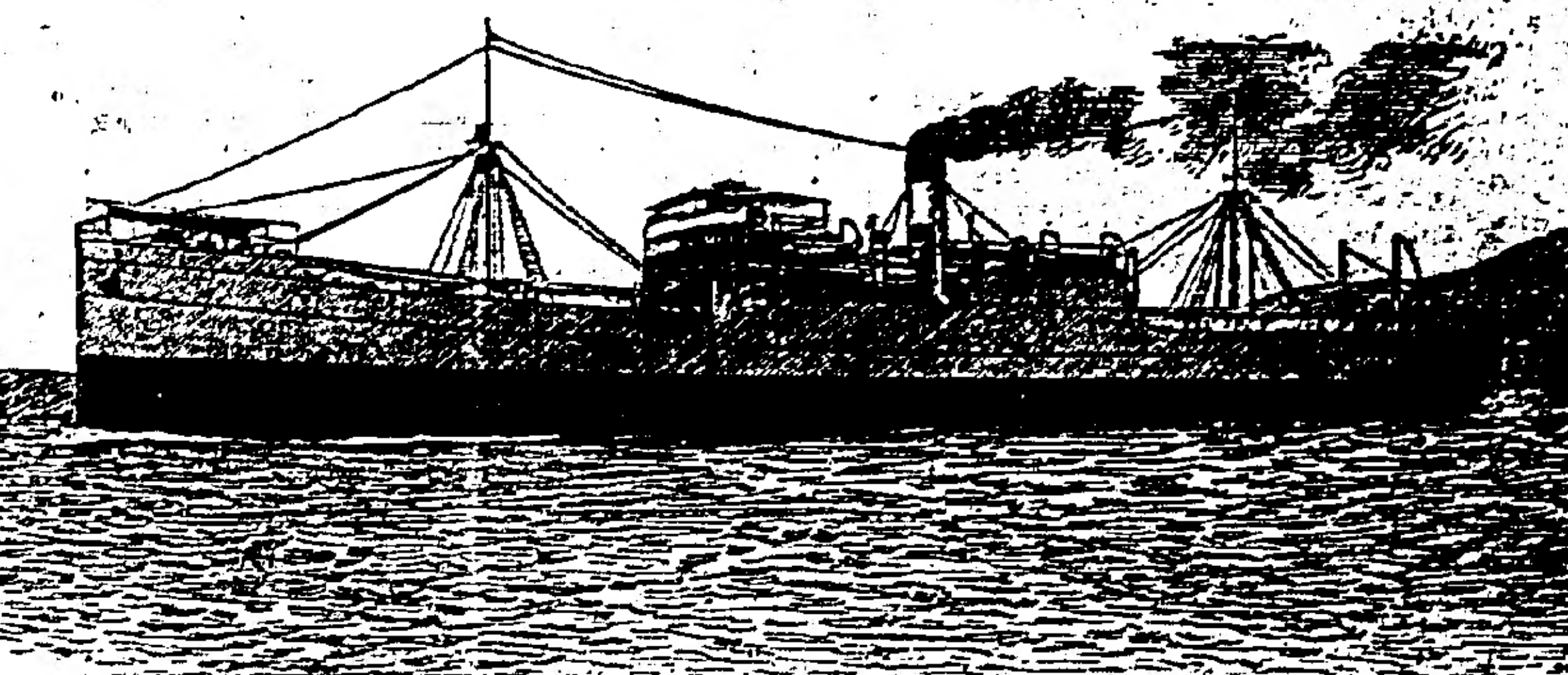
A new bearing material, known as genelite, has been perfected, which, used in main bearings, crank pin bearings and similar places, is claimed to largely eliminate the troubles which come from improper lubrication. Although it works better when properly lubricated, it is said that genelite can be used without any lubrication whatever. It is the result of years of research by the Research Laboratory of the General Electric Company to produce just such a material and is being placed on the market by the International General Electric Company. Genelite consists of a high-grade synthetic bronze having about 40 per cent. of its volume of powdered graphite, evenly distributed throughout its mass. It is made by pressing the ingredients in a heavy metal mold as near to final dimensions as possible and subjecting them to heat. This clamps the graphite so firmly into the mass that it will not wash out, even when the bearing is lubricated. Though the characteristics of genelite are quite different, it looks like bronze when it is finished. One of its most important features is that it is porous. Due to this fact it is able to absorb as much as 2½ per cent. by weight of oil. Thus it is possible in certain high speed instances to apply the oil to the outside of the bushing, from which it is carried by capillary attraction to the bearing surface. The ability of bearings made from this material to withstand wear and rough usage is said to be amazing. This was demonstrated in the case of a well-known make of automobile, the crank pins of which were equipped with genelite, the main bearings with babbit bushings. Examination after car had been driven 20,000 miles showed the main bearings and shaft to be very badly worn while the crank pins were barely polished and the genelite in the large ends of the connecting rods had scarcely come to a full seat. —Shipping and Engineering.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1: A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engaged by The Hongkong & Whampoa Dock Co., Ltd.

Is the order of the British Government.

Please Address Enquiries to the Chief Manager.

R. M. DYER, S.S.C., M.I.N.A., KOWLOON DOCK HONGKONG

Shipping to Europe, Australia, and other Ports.

& O. - BRITISH INDIA, APCAR AND STERN & AUSTRALIAN LINES.(COMPANIES INCORPORATED IN ENGLAND)
TO
INDIA & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, AUSTRALIA, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

S.S.	Tons	From Hong-kong (about)	Destination
INDIA	9,000	15th Oct.	M's, London & Antwerp
INDIA	5,400	18th Oct.	S'pore, Colombo & B'bay
INDIA	6,600	24th Oct.	M's, London & Antwerp
INDIA	9,000	11th Nov.	M's, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

INDIA 7,000 | 4th Oct. | Calcutta via ports.

EASTERN & AUSTRALIAN SAILINGS (South)

INDIA 6,000 | 17th Oct. | Melbourne via Manila, Thursday Island, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN.

INDIA 3,400 | 2nd Oct. | Shanghai only.

Rates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

Agents, Des Voeux Road Central.

N. Y. K.**NIIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

INDIA, SEATTLE & VANCOUVER via S'hai & Japan ports.

High Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

INDIA MARU (Nagasaki direct) Saturday, 1st Oct., at 11 a.m.

INDIA MARU (Nagasaki direct) Saturday, 29th Oct., at 11 a.m.

INDIA MARU (Nagasaki direct) Saturday, 19th Nov., at 11 a.m.

SEATTLE, LONDON & ANTWERP via Singapore, Penang, Cebu, Manila, Suez & Port Said.

INDIA MARU ... Friday, 30th Sept. at 5 p.m.

INDIA MARU ... Friday, 14th Oct. at 11 a.m.

BURG via LONDON & ROTTERDAM.

INDIA MARU ... Saturday, 22nd October.

INDIA MARU ... End of November.

POOL, GLASGOW via MARSEILLES.

INDIA MARU ... Monday, 3rd October.

MEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

INDIA MARU ... Tuesday, 18th Oct., at 11 a.m.

INDIA MARU ... Tuesday, 15th Nov. at 11 a.m.

YORK VIA PANAMA & CUBAN PORTS.

INDIA MARU ... Thursday, 20th October.

YORK via SUEZ.

INDIA MARU ... End of October.

DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

INDIA MARU ... Middle of November.

YAY via Singapore, Penang & Colombo.

INDIA MARU ... Friday, 30th Sept.

INDIA MARU ... Monday, 17th Oct.

INDIA via Singapore, Penang & Rangoon.

INDIA MARU ... Sunday, 9th Oct.

INDIA, KOBE & YOKOHAMA.

INDIA MARU ... Friday, 14th Oct., at 11 a.m.

INDIA, KOBE & YOKOHAMA.

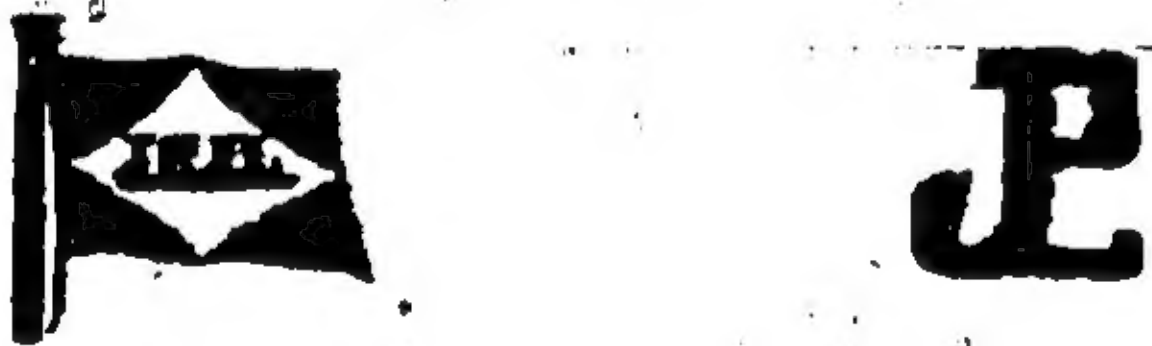
INDIA MARU (Calling Nagasaki) Wednesday, 12th Oct.

INDIA MARU (Omitting Shanghai) Wednesday, 12th Oct.

INDIA MARU ... Friday, 14th Oct. at 11 a.m.

Further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

From	Expected on or about	Will leave on or about	For
Java	in port	3rd Oct.	Amoy, S'hai.
Japan	5th Oct.	7th Oct.	Java
Java	7th Oct.	13th Oct.	S'hai, Japan
Java	10th Oct.	16th Oct.	Java
Amoy/S'hai	28th Oct.	31st Oct.	Java

The steamers are all fitted throughout with electric light and accommodation for a limited number of saloon-passengers. Steamers carry a duly qualified surgeon. Cargo taken at rates to all ports in Netherlands-India and Australia.

ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING.

From	Expected on or about	Will leave on or about	For
Java	20th Oct.	22nd Oct.	San Francisco
Java	6th Oct.	15th Oct.	San Francisco via Manila

Through Bills of Lading issued to U.S.A. and Canada.

For Freight and Passage apply to the

Java-China-Japan Lijn.
Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.REGULAR SAILINGS TO NEW YORK & BOSTON
FOR NEW YORK & BOSTON VIA SUEZ.**S.S. "KENDAL CASTLE"**

Sailing on 1st October.

S.S. "WRAY CASTLE"

Sailing about 8th November.

LYDD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PERSIA"

FOR SHANGHAI.

S.S. "PERSIA" Sailing on or about 13th October.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

Sailing from Colombo to South African Ports:—

S.S. "UMVOLOSI" Sailing on or about 30th September.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030. Agents.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong	Leaves Hongkong
	from Australia.	for Australia.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

Steamers	Sailing
London, Rotterdam H'burg & G'gow	Kentucky 4th Oct.
Genoa, London & Rotterdam	City of Pekin 29th Oct.
London, Rotterdam & Hamburg	City of Delhi 12th Nov.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

THE GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
S.S. "PEMBROKESHIRE"	20th October.
"GLENIFFER"	22nd October.
M.V. "GLENLYLE"	10th November.
"GLENOGLE"	20th November.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
M.V. "GLENAPP"	19th Oct.	GENOA, LONDON, R'DAM & H'BURG.
S.S. "CARNARVONSHIRE"	3rd Nov.	LONDON, R'DAM & H'BURG.
"GLENIFFER"	23rd Nov.	GENOA, LONDON, R'DAM & H'BURG.

Movements are subject to change without notice.

For freight or further particulars apply to—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TIENTSIN	Cheongshing	Fri. 30th Sept. at noon.
MANILA	Loongsang	Fri. 30th Sept. at 3 p.m.
BANGKOK via Swatow	Fooshing	Sun. 2nd Oct. at 4 p.m.
SHANGHAI via Swatow	Choyang	Mon. 3rd Oct. at noon.
HAIPHONG via Hoihow	Loksang	Tues. 4th Oct. at 8 a.m.
SANAEAN	Hinsang	Wed. 5th Oct. at noon.
S'hai & T'au via S'ow	Waihsing	Wed. 5th Oct. at noon.
STRAITS & Calcutta	Laisang	Sat. 8th Oct. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.**HAIPHONG LINE.**—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers. **HORNED LINE.**—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.**TIENTSIN LINE.**—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.**BANGKOK LINE.**—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.**CALCUTTA LINE.****S.S. "Laisang"** will be despatched on or about Saturday, 8th Oct., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Vingchow	1st Oct. at 4 p.m.
SHANGHAI	Suiyang	1st Oct. at 4 p.m.
H'HOW, PHOI & H'PHONG	Kailong	2nd Oct. at 8 a.m.
SWATOW & SINGAPORE	Liangchow	2nd Oct. at 10 a.m.
CHEFOO & TIENTSIN	Huichow	3rd Oct. at 4 p.m.
SWATOW & BANGKOK	Kwongchow	4th Oct. at 10 a.m.
SWATOW & SHANGHAI	Szechuen	4th Oct. at noon.
SHANGHAI	Sunling	6th Oct. at noon.
SHANGHAI & TSINGTAO	Shansi	8th Oct. at 4 p.m.
NEUCHWANG & TIENTSIN	Chinkiang	9th Oct. at 4 p.m.
SWATOW & SHANGHAI	Sinkiang	11th Oct. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.**BANGKOK LINE.**—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong Sept. 29, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving
Hailong	W. C. Parsonage	FRI. 30th Sept. at 2 p.m.
Hailong	W. Couper	FRI. 7th Oct. at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

For Batavia, Samarang, Sourabaya, Macassar & Balikpapan.

S.S. MACASSAR MARU ... Sailing on or about 15th Oct.

For Moji, Kobe, Osaka & Yokohama.

S.S. SAMARANG MARU ... Sailing on or about 6th Oct.

For further particulars please apply to—

No. 5, Queen's Road Central. Tel. No. 2296.

K. SUZUKI,

Manager.

SHIPPING NEWS.

UNEMPLOYED OFFICERS. The shipping depression among the smaller companies has resulted in many foreign deck officers and engineers being out of employment. Shipping and Engineering.**EX-ENEMY TONNAGE.** Of the ex-German steamers sold by Great Britain, 1,350,000 tons have been bought by British and allied shippers, and 70,000 tons by ex-enemy shippers.**ZIONIST MERCHANT FLEET.** According to a report received from London, a wealthy wharf proprietor of Constantinople named Massa has undertaken the organization of a Jewish commercial fleet. He has secured from the British Government 16 steamers and has formed the "Zion National Steam Navigation Co. Ltd." The ships comprising this fleet are flying both the British and Zionist flags.**SUEZ AND PANAMA TRADE.** Discussing Britain's America's and Japan's shipping the *Moscow* remarks that the tonnage of steamers passing through the Suez Canal may be taken as a barometer for the trade between Europe and the Orient, while that of the Panama Canal will show the situation in the Japan-American trade. The following table, published by the same journal, shows particulars of ships passing through the Suez Canal during the last two years, compared with those in the pre-war year 1913:—

Tonnage	Number (registered).
1913	5,385
1919	3,985
1920	4,009

Tonnage in 1920 indicates an increase of 9.75 per cent. over 1919, but a decrease of 19.1 per cent. below 1913, and this supplies evidence of the European-Oriental trade not having returned to the pre-war state. Taking all the ships passing through the canal as a basis, British ships take 61.7 per cent. of the aggregate, Japanese 9.1 per cent. and American 4.1 per cent. Thus, British ships are in such a predominant position that others can never catch up with them. Before the war, the N.Y.K. ran European liners once a fortnight or twenty-six voyages a year. But last year's tonnage came to 589,000 tons or 126 voyages. This is due to the increase of lines on the Liverpool and Japan-New York lines, which were initiated during the war. Meanwhile, 2,814 ships passed the Panama Canal last year. Of the ships engaging in the trade between American and foreign countries, 40 to 50 per cent. are American ships, and the remainder are chiefly British and Japanese ships.

SHIPPING POLICY.

Shipping policy since the war, says an influential Japanese shipowner, is very intimately connected with the replenishment of the national resources and the maintenance and extension of commercial rights. Notwithstanding, however, that many countries are steadily making headway in the pursuit of a definite policy which they have already elaborated, it is very regrettable that in Japan the people are indifferent, though a section of the intellectuals are exchanging views. Britain took control of her shipping during the war, but on the cessation of hostilities, she withdrew her control. Before the war, America sent 90 per cent. of her cargoes in foreign bottoms, but with a view to maintaining her mercantile marine is now following the policy of loading her exports on her new vessels. These are both good examples for Japan. In regard to the state of affairs in Japan the nation has not yet awakened from its war boom dream. Both shipowners and shareholders are living on their large reserves and, very few are attentive to ways and means to overcome future difficulties. Britain has her traditional experience of hundreds of years in addition to powerful weapons like iron and coal. For America, though she has no rich shipping experience, she is possessed of plenty of iron, coal, and petroleum, and her protective policy has been strengthened strikingly of late. In such circumstances, if Japan involves herself in competition without making preparations, it is usually will be the result. In a permanent policy in the interest of the State, it is a matter of course that the nation should consider how to maintain Japan's shipping strength. For this purpose, investigations should be made into the economic construction of ships, the elaboration of a fuel policy whereby to supply fuel as low as Britain and America, and the increase of the employees' working efficiency.

